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WARREN SMITH'S

AUTHENTIC DICTIONARY OF CB

Citizens Band Radio

LANGUAGE, CODE, JARGON, SLANG, & TRUCKER TALK

Plus

How to get an immediate license •
What to do in emergencies • The 10-Code •
Complete regulations - save $5.35 •
Emergency Repairs - how to troubleshoot •

Organized for quick and easy reference.

"CALLING ALL CBERS"

Millions of Americans are turning to citizens band radio as a hobby, a pastime, or a valuable communications tool. But the key to CB is learning the special language and code practiced by millions of operators. Knowing the difference between a "big dog" (Greyhound bus) and a "bear in the air" (police helicopter), or between 10-34 (this station in trouble!) and 10-11 (don't talk so fast), is what makes this dictionary an indispensable aid for the CB revolution.

Warren Smith has called on years of experience to compile a total dictionary of terminology, jargon and code. Whether you use CB for fun or business, or depend on it for emergencies, this book will show you how to use your equipment like a pro.

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AUTHENTIC DICTIONARY

OF

CB

Citizens Band Radio

AWARD BOOKS
NEW YORK

To my daughter Barbara

FIRST AWARD PRINTING 1976

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DICTIONARY

OF

CB

Citizens
Band
Radio

1

WELCOME TO CB LAND

Breaker! Breaker!

Join me for a tour into the fantastic world of CB land. Millions of Americans are discovering that two-way CB radio takes the boredom out of highway driving, creates new friends and opens up a new world of conversation.

The phenomenal growth of the field can be seen in applications for FCC CB operator licenses. At the start of 1974 the FCC was receiving about 15,000 CB applications each month. During a recent month that number had leaped to 418,000 applications. By the end of this year the FCC expects to license 3.6 million CB newcomers. With many operators not getting licenses, these figures don't reveal the true growth of CB radio. Industry figures indicate there will be 8 to 10 million sets sold before the end of the year.

One of the largest manufacturers is the Hy-Gain Electronics Corporation, a company that sold a set to First Lady Betty ("First Mama") Ford. The Hy-Gain Corporation expects sales to quintuple over last year's record-breaking figures.

Such growth was never envisioned in 1945, when the FCC established a small bit of the broadcast band for noncommercial use by citizens. The first CB license was not issued until 1947 and, during the next twenty-five years, less than a million licenses were issued.

The mushrooming growth occurred after the Arab oil embargo in 1973. The national speed limit was dropped to a boring 55 miles per hour. Truckers started installing CB units in their rigs to alert each other when a state trooper appeared. Other motorists noticed those "eighteen wheelers" flying by at 75 miles an hour and rushed out to get a CB radio.

Along with the CB craze came the creation of a new language. CB talk is usually delivered in a southern "good ole boy" drawl with phrases and words that sound like gibberish to an outsider. "Smokeys," "Kojaks" and "bear bite" have started to ease their way into our regular language. Several Las Vegas comedians have built routines around CB language.

Several organizations of volunteers are monitoring CB radio and providing an emergency assistance service around the clock. REACT, which was started with a grant from General Motors, is the largest CB volunteer unit. REACT has 70,000 members in every state in the United States, Puerto Rico, Canada and even in West Germany. REACT reports that the organization has answered 35 million calls for emergency service, including 12 million involved with highway accidents.

The police feel CB radio has become a beneficial tool. While CB is used to keep track of the "Smokeys" and travel over the speed limit, it has also proven excellent in reporting accidents, traffic problems and crimes.

"The national speed limit of fifty-five is silly on a four lane interstate like Highway Eighty," said an Iowa state trooper. "CB is best used during an emergency. Recently we had a drunk driver weaving all over the road. Using CB, three truckers boxed him in with their rigs. They called for police assistance and we were waiting at the exit when they brought him in."

Talk with any state patrolman and they usually

have a story about CB's lifesaving benefits. When a bad auto accident occurs, CB radio can have an ambulance speeding to the scene within a couple of minutes. "I'd like to see the day when we have CB as standard equipment in every automobile," the Iowa trooper told me.

Sociologists claim CB radio allows the individual to relate to others without getting involved. "With a CB radio you can start talking on a seemingly confidential basis with someone," said a sociologist. "You control the dial and avoid getting hurt, which can happen if you get too close to people."

A psychiatrist feels CB allows people to project whatever image they wish. "You can be fat, ugly and have a bad appearance," he said. "But get a CB radio and you can become Big Red, The Lone Ranger or whatever you wish to project through your handle or name."

My opinion after using CB radio for some time is that the sociologist and the psychiatrist are not telling the whole story. First, CB can be useful when you're driving the interstate road system and running above the speed limit. After that, it is a useful gadget for relieving boredom. A lot of CB conversation is plain garbage, talk that will turn your brain to mush. But late at night, it can be great to roll down a highway and talk with the driver of a vehicle a mile or so ahead or behind you.

Another reason, I feel, for CB growth is the individual's loss of power in our society. No one wants to hear the opinions of the average person. Instead, we have the Washington columnists, New York writers and TV anchormen. The average person has no way to express his views. About the only thing you can do is write a letter to the editor of a newspaper. And, ac-

cording to his whims, the letter may or may not get printed.

With a CB radio, every person has his personal radio station. There's always someone out there willing to talk and listen. For the first time in history, a person can spend about $150 and "go on the air." Each man becomes a part of the media.

What's the future for this type of communications?

The sales of CB sets will continue until virtually every home and vehicle in the nation is equipped with a rig. After that, when the manufacturers see their sales dropping, they'll come out with "personal CB." These mini CBs will be very small and easily carried, and will transmit a signal of two or three watts. They'll be invaluable in the high crime areas of major cities, giving a citizen access to quick emergency assistance.

Eventually we'll all be locked together electronically into a national brotherhood.

Until then, enjoy your CB set and happy numbers to you, good buddy.

2

GETTING A CB LICENSE

In order to control the use of CB radio, the Federal Communications Commission requires that every operator be licensed. Until 1975 the fee for getting a license was $20. Recently the FCC dropped the fee to $4 for a Class D or citizen's band license.

To get licensed, go to any electronics store handling CB radios. Ask for a copy of Form 555-B, probably one of the easiest license applications you'll ever fill out. As soon as you drop your license application in the mail you are temporarily licensed to operate your set.

Here's how this new FCC plan works:

The big problem in creating an "instant license" was assigning a different call sign to each individual. A sharp person at the FCC came up with allowing each person to create his own call sign. You insert your initials behind the letter K, then add your zip code.

As an example, Warren Smith with a zip code of 52732 would use the call sign KWS52732.

This call sign is used until you receive the permanent license and call sign from the FCC. Currently the FCC is speeding up processing license applications. With 100,000 applications coming in each month, the FCC program has been swamped.

Why should the government bother to license CB operators?

Like all good things, a small number of CB operators

have misused the citizen's band. CB rules prohibit profanity, boosting your set's output with linear amplifiers and failing to identify yourself with your call sign. But to date the FCC has been very lenient in cracking down on violators.

If they catch a bad violation, the erring operator can't plead ignorance of the rules and regulations. When you sign an application, you state you have a copy of Part 95 of the FCC rules and regulations. Furthermore, you affirm that you've read the rules. You have no excuse for misusing the radio!

Part 95 costs $5.35 from the U.S. Government.

To save you a few dollars we have printed the regulations in the back of this book. All you need to do is flip through and acquaint yourself with the FCC's fundamental regulations.

And good transmitting in the future!

3

10-SIGNAL CODE

CB operators are allowed to transmit message by using code. If you use a code, either a regular one or a code worked out by yourself and another operator, you must keep the code and translation at your home address. Most CBers use the popular 10-signal code created by the Associated Public Safety Communications Officers, Inc. Known as the APCO "10 signals," that code is as follows:

10-1 Signal is weak.
10-2 Signal is good.
10-3 Stop transmitting.
10-4 Acknowledge or OK.
10-5 Relay message to _____.
10-6 Busy.
10-7 Out of service.
10-8 In service.
10-9 Repeat message.
10-10 Negative or no.
10-11 On duty.
10-12 Stand by or stop.
10-13 Existing conditions or weather/road report.
10-14 Message or information.
10-15 Message delivered.
10-16 Reply to message.
10-17 Enroute.
10-18 Urgent.

10-19 In contact.
10-20 Location.
10-21 Call _____ by telephone.
10-22 Disregard.
10-23 Arrived at scene.
10-24 Assignment completed.
10-25 Report to or meet _____.
10-26 Estimated arrival time.
10-27 License or permit information.
10-28 Ownership information.
10-29 Check records.
10-30 Danger or caution.
10-31 Pick up.
10-32 Units needed. Specify number and type.
10-33 Help me quick; an emergency.
10-34 Time.

4

CB DICTIONARY

ADIOS: A sign-off signal to indicate the caller has finished talking. *Usage:* "This is Red Robin saying adios."

ADVERTISING: A marked police car, usually sitting near the highway, with the lights off. *Usage:* "There's a bear at the intersection advertising."

AF: Audio Frequency.

AFFIRMATIVE: Yes. *Usage:* "A big affirmative from here, good buddy."

ALERT: Affiliated League of Emergency Radio Teams.

AMPLITUDE MODULATION: This is a method of changing power requirements so that your radio can be utilized to carry messages.

ANL: An automatic noise limiter. This device is usually found in good CB radios to eliminate or reduce the static noise that results from automobile ignition.

ANTI-GOD CIGARETTES: Marijuana cigarettes. *Usage:* "Mercy sakes! Looks like he's smoking an anti-god cigarette."

APPLES: Refers to a CB operator who transmits illegally.

ARAB LOVER: A driver who obeys the 55 M.P.H. speed limit. *Usage:* "The boss is an Arab lover so I do a double nickel."

ASTRODOME CITY: Houston, Texas.

B.R. TOWN: Baton Rouge, Louisiana.

BACK: Over to you. *Usage:* "Back to you, Mark Twain."

BACK 'EM UP : To slow a vehicle down; also to cease transmission: *Usage:* "The bears are out so I'm going to back 'em up."

BACK 'EM ON DOWN: Slowing down or stopping transmission.

BACK IT ON OUT: Cease transmitting.

BACK OFF: Cease transmitting.

BACK OFF ON IT: To slow down. *Usage:* "The bears are out so I'll back off on it, good buddy."

BACK OFF THE HAMMER: Slowing down to a legal speed limit.

BACK ON DOWN: To slow your vehicle down or cease transmission.

BACK TO YOU: To answer. *Usage:* "This is Red Ryder giving it back to you."

BACKDOOR: The last vehicle in a line of two or more that has CB equipment. *Usage:* "This is Big Red on the backdoor."

BACKDOOR CLOSED: The last CB-equipped vehicle has the rear covered for police.

BACKDOOR LOCKED: The rear vehicle will watch for police.

BACKDOOR SEALED UP: The final CB vehicle in a line will transmit a warning if the police move in from behind.

BACKGROUND: Any type of noise that prevents a clear transmission over CB radio.

BACKSLIDE: A return trip. *Usage:* "We'll catch you on the backslide, good buddy."

BACKSTROKE: Return trip.

BACKYARD: The highway behind a vehicle. *Usage:* "Give me a bear report from your backyard."

BAGGING THEM: Police arresting the drivers of speeding vehicles. *Usage:* "Smokey is really bagging them today."

BANG A DOUGHNUT: To make a U-turn.

BANG A UEY: Make a U-turn.

BAR CITY: Forrest City, Arkansas.

BAREFOOT: To operate a CB rig within the legal limits in terms of power output. *Usage:* "You're tearing my windows off. Are you sure you're barefoot?"

BAREFOOT MOBILE: A CB rig in a vehicle with no extra power source.

BARF CITY: Louisville, Kentucky. The handle is possibly due to several liquor distilleries in the area.

BARLEY POP: Beer.

BARN: A truck garage.

BARNIES: The police. A term that comes from the character played by actor Don Knotts on the Andy Griffith Show on television. *Usage:* "The barnies are advertising tonight."

BARYPHONY: Speech impediment.

BASEMENT: Channel One. *Usage:* "Let's head to the basement to get away from the rachet jaws on this channel."

BASE STATION: A transceiver that is permanently located. A base station is usually used to maintain contact with one or more mobile units. Some CBers have a base station in their homes or offices.

BASEBALL ON CHANNEL 9: To monitor Channel Nine. *Usage:* "I'm going to catch baseball on Channel Nine."

BAY CITY: San Francisco, California. More recently the city is being referred to as "Patty Town" after Patricia Hearst.

BEAM: An antenna with directional capabilities.

BEAN TOWN: Boston, Massachusetts.

BEAR BAIT: A car without CB equipment that is exceeding the speed limit. *Usage:* "That Mustang is absolute bear bait because Smokey's up the line."

BEAR BAIT PASSENGER: A passesnger car that is speeding without CB equipment.

BEAR BITE: A speeding ticket. *Usage:* "My backdoor went to sleep and we both got a bear bite."

BEAR BUSTER: A CB converter that can be installed to turn an AM car radio into a monitoring device

for CB transmissions. Most bear busters sell for $29-$49 and are purchased by owners of passenger cars. However, the converters do not effectively eliminate engine ignition noise. The user can only listen and not transmit.

BEAR CAGE: A police station or jail.

BEAR CAVE: A highway patrol station.

BEAR FOOD: A vehicle without CB equipment that exceeds the speed limit. *Usage:* "Mercy sakes! He's bear food for sure."

BEAR IN THE AIR: A helicopter operated by the police.

BEAR IN THE SKY: A police helicopter.

BEAR MEAT: A speeding vehicle without a CB rig.

BEAR REPORT: A transmission that gives the location of the police. *Usage:* "I just pulled on the slab. Anybody got a bear report? C'mon, good buddies."

BEAR STORY: A report on the location of police. *Usage:* "I'm an eighteen wheeler eastbound needing a bear story."

BEAR TRAP: A radar speed setup operated by the police. *Usage:* "Mercy sakes, good buddy! There's a bear trap at Exit Nineteen."

BEARDED BUDDIES: Police.

BEARS: Law enforcement officers of any type.

BEARS ARE CRAWLING: The police or highway patrol is switching back and forth on both sides of the highway. *Usage:* "Let up on the hammer 'cause the bears are crawling between mile line 185 and 189."

BEAR'S DEN: A police station. Usually used to designate a highway patrol station.

BEATING THE BUSHES: The lead vehicle in a CB-equipped "convoy" watches for the police and transmits a warning to other CBers should he locate a bear.

BEAVER: A female.

BEAVER HUNTER: A woman chaser.

BEAVER'S REVENGE: Divorce.

BEAVER TRAP: Anything that will attract a woman.

BEAVER TRAPPER: A man with lots of flash, a fancy automobile and a wallet full of money. *Usage:* "Mercy sakes! That place was crawling with beaver trappers and there I was in my Levis and boots."

BEAVER ZAP: Love or infatuation. *Usage:* "That good buddy has a bad case of beaver zap."

BEER CITY: Milwaukee, Wisconsin.

BENDING THE WINDOWS: Good, distinct reception of a CB signal. *Usage:* "Your signal is bending my windows."

BETTER COOL IT DOWN: Slow your vehicle down.

BENNIES: Pep pills.

BIG A: Atlanta, Georgia in the southeast; Amarillo, Texas in the southwest.

BIG BROTHER: A law enforcement officer, the police or anyone who is involved in the enforcement of rules and regulations. *Usage:* "Big Brother is watching for you."

BIG CAR: An eighteen wheel tractor and trailer truck.

BIG EARS: Good reception of a CB transmission.

BIG C: California.

BIG D: Dallas, Texas.

BIG DOG: A Greyhound bus.

BIG INDIAN: Lead truck in a group traveling above the speed limit with CB equipment. *Usage:* "The big Indian is watching for bear."

BIG M: Memphis, Tennessee.

BIG MABEL: An overweight woman.

BIG R: Drivers or trucks belonging to Roadway Freight Systems.

BIG SLAB: Interstate highway.

BIG SWITCH: To turn off the CB rig. *Usage:* "I'm gonna catch you on the backslide; until then I'm hitting the big switch."

BIG T: Tucson, Arizona.

BIKINI STATE: Florida.

BIRD: Ford Thunderbird automobile.

BIRD IN THE AIR: Police helicopter.

BIT ON THE SEAT OF THE PANTS: To receive a speeding ticket.

BLACK BOTTOM: Black section of any city.

BLACK AND WHITE CBer: A police or highway patrol car that is equipped with a CB rig.

BLACK AND WHITES: The police.

BLACK JACK BARBIE DOLL: A female alcoholic. The term apparently refers to Black Label Jack Daniels' whiskey.

BLACK WATER: Coffee.

BLEEDING: A signal that is too powerful; noise from the background that interferes with a CB transmission. *Usage:* "Mercy sakes, back off the juice because you're bleeding me to death."

BLEED OVER: A CB signal that spills over into another channel.

BLEW MY DOORS AWAY: A vehicle that passes at high speed. *Usage:* "The bears went by and almost blew my doors away."

BLOCKING THE CHANNEL: Playing with the microphone button to prevent messages.

BLOOD BOX: An ambulance.

BLUE AND WHITE: A police car.

BLUE BOYS: The police.

BLUEGRASS STATE: Kentucky.

BLUE JEANS: Highway patrolmen.

BLUE LIGHT: A marked police car.

BLUE SLIP: A speeding citation or ticket.

BOBTAILING: A vehicle that doesn't have CB equipment and will follow a car or truck which does have CB. *Usage:* "Eh, River Rat, there's a bird and fish bobtailing you."

BODACIOUS: Strong reception of a CB signal. *Usage:* "You're real bodacious here, Mark Twain."

BONE BOX: An ambulance.

BOOB TUBE: Television set.

BOOGIE MAN: Highway patrolman. Use is due to the fact that the sudden and unexpected appearance of a highway patrolman will strike fear into any speeding motorist's heart.

BOOGIE: Going out on the town. *Usage:* "Land sakes, the beaver and I are going to boogie tonight."

BOOTLEGGING: The use of another person's CB rig.

BOTH FEET ON THE FLOOR: Traveling at the highest rate of speed that your vehicle will run.

BOTTLE BANGER: A drunken driver.

BOULEVARD: Interstate highway.

BOUNCE AROUND: A return trip. *Usage:* "Catch you on the bounce around, good buddy."

BOZOS: CBers in various cities who transmit over CB late at night.

BOX: A CB set. This also refers sometimes to an enclosed truck trailer.

BREAK . . . BREAK, BREAK . . . or BREAKER, BREAKER: A transmitted request to use a channel when one or more people are transmitting. "Break" can also mean any attempt to break into a transmitted conversation.

BREAK FOR: A call to talk to a specific CBer.

Usage: "Now, break for Starship Enterprise for one little time."

BREAKER BOUND EIGHTEEN: Interrupting a channel to talk with any eighteen wheel truck headed in a certain direction. *Usage:* "Breaker for a southbound eighteen for a bear story."

BREAKER BROKE: A request to use a channel for transmission.

BREAKING THE OLD NEEDLE: Strong reception of a CB signal.

BREAKING UP: A CB signal that fluctuates by coming in strong, then fading out.

BREAKING WIND: The lead vehicle in a line of two or more that are running with CB equipment.

BRING IT BACK: To answer. *Usage:* "C'mon, Big Red, bring it back."

BRING IT ON: Speed up and fall in behind me because the highway is clear of police and other obstructions. *Usage:* "Bring it on, Red Riding Hood."

BRING IT ON IN: Moving your vehicle into the right lane.

BROUGHT IT ON: Moved ahead on the road.

BROWN BOTTLES: Beer.

BROWN PAPER BAG: An unmarked police car.

BRUSH YOUR TEETH, COMB YOUR HAIR: There's a police radar in operation just ahead.

BUBBLE TROUBLE: Tire problems such as a flat or chunking a part of the tire.

BUBBLEGUM MACHINE: The flashing lights on a police car. *Usage:* "Mercy sakes, good buddy, there's a bubblegum machine coming through the backyard."

BUBBLEGUMMER: A teenager who has a CB rig.

BUCKET MOUTH: A boring loudmouth talker; one who gossips incessantly over CB. It can also refer to a CBer who uses profane language.

BUCKET OF BOLTS: Whatever you're driving today.

BUCKEYE STATE: Ohio.

BUDDY: A fellow CBer.

BUFFALO: A man or husband.

BUGGERHOLE BUNCH: Irvine, California.

BULLET LANE: Passing lane on any highway, but particularly the passing lane on an interstate highway.

BULL JOCKEY: A boring talker who monopolizes a CB channel for his amusement or entertainment.

BULL RACK: A truck that hauls livestock.

BUMPER LANE: Passing lane on an interstate highway.

BUTTONPUSHER: A CBer who presses his microphone button without speaking. This causes a humming noise that interrupts other transmissions.

CACTUS JUICE: Liquor.

CACTUS PATCH: Phoenix, Arizona; Roswell, New Mexico; El Paso, Texas.

CALL SIGN: The numbers and letters that are officially assigned to a CB operator by the FCC.

CAMERA: Police radar unit. *Usage:* "Back 'em off because Smokey has a camera at Exit Thirteen."

CANDY MAN: Federal Communications Commission.

CAPITAL J: Jackson, Mississippi.

CASA: Home.

CATCH CAR: A police car that sits beyond a radar unit to catch motorists who are clocked for speeding.

CATCH YOU ON THE OLD FLIPFLOP: I'll talk with you on my return trip.

CB: Citizens Band radio.

CB LAND: The network of CB radio operators.

CHANNEL 11: The Federal Communications Commission has established this as the contact channel. After the user has made contact on channel 11, he may then switch with the other party to any other channel that is clear.

CHANNEL 9: The emergency channel.

CHANNEL 19: A channel often used by truckers.

CHANNEL 10: Another channel often used by truckers.

CHARLIE BROWN: Yes.

CHASE CAR: A police car that goes after speeders who have passed a radar setup.

CHECKING MY EYELIDS FOR PINHOLES: Fatigued, sleepy.

CHECK THE SEAT COVERS: Look at the women passengers in passing cars.

CHI TOWN: Chicago, Illinois.

CHICK: A woman.

CHICKEN CHOKER: A truck that carries poultry.

CHICKEN COOP: Highway weigh station.

CHICKEN COOP IS CLEAN: Indicates that the weighing station is closed. *Usage:* "C'mon and bring it up here because the chicken coop is clean."

CHOO CHOO TOWN: Chattanooga, Tennessee.

CHOPPER IN THE AIR: Police helicopter watching traffic.

CHRISTMAS CARD: A speeding ticket.

CIGAR CITY: Tampa, Florida.

CINDERELLA WORLD: Disneyland, California.

CIRCLE CITY: Indianapolis, Indiana.

CITY KITTY: Local city police.

CLASS A STATION: A CB service station that is authorized by the FCC to operate from 460 to 470 MHz on the UHF band.

CLASS C STATION: A radio station allowed to transmit in the 26.26 MHz to 27.26 MHz and 72 to 76 MHz bands.

CLASS D STATION: A CB station authorized to use

radio telephony in the authorized channels that extend from 26.96 to 27.26 MHz bands.

CLEAN AS A HOUND'S TOOTH: The road is clear of police and other obstacles. This is usually meant to indicate that the driver can go over the legal speed limit.

CLEANER CHANNEL: One that is free from interference.

CLEAN SHOT: A road clear of police.

CLEAN UP: To be sexually promiscuous.

CLEAR: To sign off.

CLEAR AFTER YOU: The channel will be clear after the sign off.

CLEAR AND ROLLING: To sign off and travel on down the highway.

CLEAR AS A SPRING DAY: Another phrase that means the road is clear of police and other obstacles to high-speed driving.

CLEAR THERE WITH YOU: Another sign-off signal.

CO-AX: Coaxial cable.

COCKLEBURR: A pep pill.

COFFEEBREAK: A gathering of CBers.

COKE STOP: A stop to use a rest room.

COLD COFFEE: Beer.

COLLECT CALL: A specific call for a certain CBer.

Usage: "We got a collect call for the Rocky Mountain Mama."

COLORADO KOOL AID: Coor's beer.

COME AGAIN: Repeat the message, please.

COME BACK: Answer.

COME HERE: Answer back.

COME ON: To answer back. *Usage:* "I need a bear story, come on."

COMING IN LOUD AND PROUD: The strong reception of a CB transmission.

COMING IN TOO TORRIBLE: A CB signal that is too loud.

COMING OUT THE WINDOWS: Strong reception of a CB signal.

CONCRETE JUNGLE: An expressway or interstate highway.

CONVAC: Talk; conversation.

CONVOY: A line of vehicles that are equipped with CB radio to maintain communication. A convoy often travels above the legal speed limit when the police are not around.

COOKING: Driving.

COOKING FAST: Going at a fast rate of speed.

CO-PILOTS: Pep pills.

COPY: A message. Also means: "Do you understand?" *Usage:* "Do you copy me?"

COPYING THE MAIL: Monitoring a CB channel.

CORN BINDER: An International truck.

COTTONPICKER: A term used by truckers to describe each other; a friendly nickname.

COUPON: A speeding ticket.

COUNTRY CADILLAC: A truck and trailer rig.

COUNTRY JOE: Rural law enforcement officers.

COUNTY MOUNTY: Sheriff or deputy sheriff.

COVER: A girl or woman.

COVER THE GROUND: Speed up your vehicle.

COVERED UP: Channel interference. *Usage:* "I can't copy you because you're covered up."

COWBOY HEAVEN: Wyoming.

COW TOWN: Fort Worth, Texas.

CRW: Community Radio Watch.

CRAZY MOTHER: A dumb person.

CRYSTAL: A quartz crystal that determines the frequency.

CUDA: Plymouth Barracuda automobile.

CUP OF MUD: Coffee.

CUT LOOSE: To cease your transmission.

CUT THE CO-AX: Turn off your CB rig.

DECOY: A police car that sits beside the road without a driver to slow down traffic.

DEFINITELY: Yes.

DERBY CITY: Louisville, Kentucky.

DIARRHEA OF THE MOUTH: A CBer who is quite talkative.

DICE CITY: Las Vegas, Nevada.

DIESEL CAR: A tractor and trailer trucking rig.

DIG YOU OUT: I understand you.

DIRT FLOOR: An unpaved parking lot.

DIRTY SIDE: Anywhere on the east coast, but particularly New York City or New Jersey.

DIVORCE CITY: Reno, Nevada.

DO IT TO ME: Answer back. *Usage:* "Come on, Red Rebel, do it to me."

DO YOU COPY: Do you understand me?

DO YOU HEAR SOMEONE POUNDING ON YOUR BACK DOOR: I'm getting ready to pass your vehicle.

DOG HOUSE: The metal hood cover on a large engine.

DOING IT TO IT: Running at full speed. *Usage:* "I'm doing it to it and pounding on your back door."

DOING MY THING IN THE LEFT HAND LANE: Running full speed in the passing lane.

DOING THE FIVE-FIVE: Driving at the legal speed limit of 55 MPH.

DON'T FEED THE BEARS: Be careful, don't get a speeding ticket.

DON'T LET YOUR TRICKING TRIP UP YOUR TRUCKING: Sign-off phrase.

DON'T LET YOUR TRUCKING TRIP UP YOUR TRICKING: Another sign-off signal.

DOT: Canadian Department of Transport, an agency that regulates CB in that country.

DOT MAN: U.S. Department of Transportation official empowered to stop trucks and check log books, weight and lights. The "DOT man" can write tickets when violations are discovered.

DOUBLE BUFFALO: The 55 MPH speed limit.

DOUBLE L: A telephone.

DOUBLE NICKEL: 55 MPH speed limit.

DOUBLE NICKEL STRIP: An interstate highway.

DOUBLE SEVEN: No. Negative comment.

DOWN AND GONE: A sign-off signal.

DOWN AND ON THE SIDE: A CBer who is through talking but will listen to other transmissions.

DRAGGING WAGON: A tow truck or wrecker.

DRESS FOR SALE: Prostitute.

DRIVING THE PEG: Staying right at the legal speed limit.

DROPPED A CARRIER: Keying a microphone to prevent a transmission. *Usage:* "He was a real bucket mouth so we dropped the carrier."

DROPPED OFF THE SHOULDER: To run a vehicle off the pavement and onto the shoulder of the highway.

DROP THE HAMMER DOWN: To speed up. *Usage:* "Drop your hammer down and come on."

DUMMY: A police car parked by the road to lower speed. A "dummy" or "decoy" is always an unmanned vehicle.

DUSTED MY PANTS: Passed me. *Usage:* "That Cuda just dusted my pants."

DUSTED MY EARS: To have a transmission interruped.

D-X: Long distance. *Usage:* "I got a D-X out to Shaky Town."

EARS: CB radio.

EARS ON: A CB radio set that's in use. *Usage:* "Hey, westbound eighteen wheeler, you got your ears on, come on?"

EASTBOUND BOOGIE STYLE: Traveling east at a high rate of speed.

EASTBOUND, TRUCKING STYLE: Traveling east in a tractor and truck rig.

EASY CHAIR: The middle vehicle in a CB-equipped line of three or more. This is also sometimes referred to as the "rocking chair."

EATUM-UP STOP: Truck stop.

EIA: Electronics Industries Association.

EIGHTEEN-FOOTED POGO STICK: An eighteen wheel truck and trailer.

EIGHTEEN WHEELER: Tractor and trailer.

EIGHTS AND OTHER GOOD NUMBERS TO YOU: Best wishes. This is used as a sign-off signal.

EIGHTY-EIGHTS: Love and kisses.

EIGHTY-EIGHTS ALL OVER THE PLACE: Good luck and fine roads ahead to everyone.

ELECTRIC TEETH: A police radar setup.

ELEVEN-METER BAND: 27 MHz citizens band.

E.R.S.: Emergency Radio Service; Channel 9 on your set.

EVERYBODY'S WALKING THE DOG: A phrase that means all channels are full.

EVERYTHING IS REAL SLICK: The road ahead is free of police and other obstacles.

EVEL KNIEVEL SMOKEY: A motorcycle policeman.

EXPRESSWAY BOOGIE: Making a long distance trip.

EXTRA MONEY TICKET: A speeding ticket.

EYEBALL IT: To look at something.

EYEBALL TO EYEBALL: Two CBers close together while they are transmitting. In the midwest it also means two CBers getting together personally after meeting via radio.

EYE IN THE SKY: A police helicopter.

FANCY SEAT COVERS: Attractive women in a passing automobile.

FAT LOAD: A truck that is loaded above the legal limit.

FED: An FCC or DOT inspector.

FEED THE BEARS: To be caught speeding above the legal limit. *Usage:* "That Thunder Chicken is going to feed the bears."

FEED THE PONIES: To make a bet on a horse race.

FINAL: To quit transmitting.

FINGER WAVE: An obscene gesture.

FIRST SERGEANT: Wife.

FISH: A Plymouth Barracuda automobile.

FISHING POLE: Antenna.

FISHING POLE AND A PARTNER: A dual antenna.

FIVE-FIVE: The legal speed limit.

FIVE WATTS: The authorized power output for a CB rig.

FIX: A report on where the police are located.

FIXED STATION: A CB rig at a permanent location.

FLAG WAVER: A trucker who runs at the legal speed limit and does not use CB.

FLATBED: A trailer that has a low, flat bed.

FLICK: A movie.

FLIGHT MAN: A weight station worker.

FLIPFLOP: A return trip. *Usage:* "Don't feed the bears and I'll catch you on the flipflop, good buddy."

FLIPFLOPPING BEARS: A police car that will reverse directions to confuse CB-equipped truckers and motorists.

FLIPPER: A return trip.

FLOP IT: To turn your vehicle around.

FOLDING KODAK: The computerized speed monitor that is used by the highway patrol.

FOOT WARMER: A linear amplifier.

FORTY-FOURS: Kisses. Sometimes refers to children.

FORTY-ROGER: Acknowledgment that a message has been received.

FORTY WEIGHT: Beer.

FOUR: Short term for "ten four" which means a message has been received and that the receiver understands or is in agreement.

FOUR-D: Short for "ten-four."

FOUR LANE PARKING LOT: A crowded interstate highway.

FOUR-LEGGED BEAST: A race horse.

FOUR-LEGGED GO-GO GIRLS: Pigs. *Usage:* "I'm headed for Big Windy with a load of four-legged go-go girls."

FOUR-ROGER: Your message is received.

FOUR-TEN: 10-4.

FOUR WHEELER: A passenger car.

FOUR WHEELER WITH FIRE IN THE FURNACE: A speeding passenger car.

FOX HUNTER: An FCC official searching for CBers who are operating illegally.

FOXY: Attractive; sexy.

FOXY LADY: A pretty woman.

FREE RIDE: Prostitute.

FRISCO: San Francisco, California. This is considered a derogatory term by many residents of San Francisco.

FRONT DOOR: The lead vehicle in a group of two or more running with CB rigs.

FRONT DOOR, BACK DOOR AND THE ROCKING CHAIR: These terms indicate the positions of vehicles running with CB. The first vehicle is the "front door." The rear truck or car is the "back door." The front and back doors keep watch for the police and transmit a warning to their companions. The middle vehicle in a convoy of three or more is the "rocking chair." This is due to the fact that the middle vehicle has an "easy chair" position. Front and back vehicles are constantly on watch; the middle drivers can relax.

FRONT END: The foremost part of a convoy that's equipped with CB.

FULL OF VINEGAR: A large engine with plenty of power.

FUNNY PUFFS: Marijuana cigarette.

FUNNY BOOKS: Pornographic books or magazines.

FUZZ BUSTER: An electronic device that will detect radar set up by the police.

GATEWAY CITY: St. Louis, Missouri; Keokuk, Iowa.

GATOR BAIT: A pretty woman from Louisiana or some other southern state.

GEAR JAMMERS: Truckers.

GEORGIA OVERDRIVE: Neutral gear.

GEORGIA NIGHT RIDER: A trucker who travels at night to avoid the police, usually with CB equipment.

GET HORIZONTAL: To go to sleep.

GET TRUCKING: To cover a considerable distance.

GETTING OUT: To be heard with good reception. *Usage:* "Yeah, First Mama, you're getting out fine."

GHOST HOST: An unidentified CBer who gives a report on police location.

GINNING AND GOT THE WHEELS SPINNING: Running at top seed.

GIRL BEAR: A lady police officer.

GIVE ME A SHOT: Answer back.

GIVE ME A SHOUT: Answer back.

GO AHEAD: Answer. *Usage:* "You got Dirty Side Delbert, so go ahead, good buddy."

GO BACK TO 'EM: To talk with someone again.

GO BREAKER: Ask for permission to interrupt a conversation and use a channel.

GO BREAK 10: To receive permission to transmit on a channel.

GOD'S EYEBALL: A police helicopter. *Usage:* "Watch Exit Thirty-one because God's Eyeball is there."

GO-GO GIRLS: Pigs being trucked to market.

GO JUICE: Gasoline.

GOING 10-100: Stopping to use a rest room.

GOING-HOME SLOT: High gear.

GONE: To quit transmitting.

GONE 10-7 PERMANENTLY: To die. *Usage:* "I hear he has gone 10-7 permanently."

GOOD BUDDY: A greeting used by CBers. *Usage:* "Mercy sakes, good buddies, this is the Chitown Kid."

GOOCH: A dumb person. A gooch is a man who will put on an expensive suit, shoes and tie and then wear white socks.

GOOD NUMBERS: Best regards.

GOOD SHOT: The road is clear of obstacles, including the police. *Usage:* "You got a good shot, Big Red."

GOT A COPY: Do you receive my transmission?

GOT A 10-2: Receiving a clear signal.

GOT HIS TRACK SHOES ON: Running at full speed.

GOT MY EYEBALLS PEELED: To look.

GOT MY FOOT IN IT: Running at a fast speed.

GOT YOUR EARS ON: Are you listening to my transmission?

GRASS: The median strip on a four lane highway.

GRASSHOPPER: A park policeman; someone who maintains rules and regulations at a roadside rest stop.

GRASS MASS: Gathering of several people where marijuana is smoked.

GREAT BIG SPROCKET: A large, powerful engine.

GREEN APPLES: CBers who are not used to using their rigs.

GREEN CBer: Military policeman with a CB rig.

GREEN LIGHT: The situation is affirmative. Yes.

GREEN MACHINE: A marine base.

GREEN STAMP COLLECTOR: A police radar setup.

GREEN STAMP LANE: Passing lane on a four lane highway.

GREEN STAMP ROAD: Toll road; also a stretch of highway where the police are cracking down on speeders.

GREEN STAMPS: Money.

GREENIES: Speeding tickets.

GRINDING DOWN: To slow down by using the gears.

GROWED UP TRUCKS: Eighteen wheelers.

GRS: General Radio Service in Canada.

GUITAR TOWN: Nashville, Tennessee.

GUY: A man.

H TOWN: Hartford, Connecticut; Hopkinsville, Kentucky.

HAMBURGER HELPER: Linear amplifier on a CB rig.

HAMMER: The accelerator pedal on a vehicle.

HAMMER HER DOWN: To run at a high rate of speed.

HAMMER HANGING: To accelerate.

HAMMER OFF: Slow down.

HAMMER ON: To accelerate.

HAMMER UP: A warning to slow down because there is a police unit ahead. *Usage:* "Get your hammer up because they're giving free greenies at Exit Thirteen."

HANDLE: The name that CBers use in identifying themselves during transmission. My handle is "Mark Twain." Others may be "Big Red," "Cisco Kid," "The Chitown Hustler" and Betty Ford's "First Mama."

HANG A TURN: To turn your vehicle either left or right.

HANG IT IN YOUR EAR: Stupidity or a nonsensical transmission. *Usage:* "I figure you can hang it in your ear, good buddy."

HANG THE NEEDLE: To receive a strong CB signal.

HANG OUT: Monitor a certain channel. *Usage:* "I'm going to clear and hang out on Channel Nine."

HAPPY NUMBERS, GOOD BUDDY: Best regards to you.

HARD ANKLE: A working man; a trucker.

HARD TO PULL OUT: You're difficult to understand.

HASH AND TRASH: An unclear signal because of background noise. *Usage:* "Good buddy, you're hard to pull out 'cause of hash and trash."

HAVE IT SAFE AND SOUND: Be careful and drive sensibly.

HAVE A 36-24-36 TONIGHT: A sign-off signal.

HELPERS: Pep pills.

HAVEN'T SEEN ANYTHING IN YOUR LANE: The road ahead of you is clear.

HE'S LAYING AND STAYING: A trucker who is making good speed with poor equipment.

HIDING IN THE BUSHES AND LAYING UNDER THE LEAVES: A police car that is hidden from view.

HIGH GEAR: The use of a linear amplifier on a CB rig to boost the power output to several hundred watts. Such operation is illegal.

HIND RIND: The last vehicle in a line.

HOG COUNTRY: Arkansas.

HOLE IN THE HILL: A tunnel.

HOLLER: To make a CB transmission asking for a specific person. *Usage:* "Give me a holler when you come back on the turnaround."

HOME PORT: A CBer's home. Usually refers to the CBer's home town.

HOME TWENTY: CBer's residence in his home port. *Usage:* "What's your home twenty in Hot Lanta?"

HONEY WHEELER: A beer truck.

HORSIE: A Ford Mustang or Pinto.

HOT LANTA: Atlanta, Georgia.

HOT STUFF: Coffee.

HOTS VILLE: Atlanta, Georgia.

HOT WATER CITY: Hot Springs, Arkansas.

HOW ABOUT IT ONE TIME: This is a transmission requesting contact with a certain CBer. *Usage:* "How about it one time, Mister Magoo?"

HOW'S YOUR VOCAL CORDS: Is your rig set to operate?

HOW AM I HITTING? Is my transmission coming in loud and clear?

HOW DO YOU READ ME? Check your meter and give me a report on my transmission.

HOW TALL ARE YOU? What is the height of your truck?

HUMP: Mountain.

HUMP TOWN: Portland, Oregon; Huntington, West Virginia.

HUNDRED MILE MUD: Strong coffee.

HUSTLER: Antenna. This is also a specific brand name for a line of antennas.

I'M THROUGH: I'm quitting transmitting.

IN A SHORT, SHORT SPAN: Very soon. *Usage:* "I'll be catching you in a short, short span."

IN THE GRASS: On the median strip.

INSTAMATIC KODAK: A police radar operation.

J TOWN: Jacksonville, Florida; Jackson, Tennessee.

J TRAIL: February to November, when CB conventions are held.

JACK IT UP: To speed up.

JACK LEG: Derogatory term to indicate a person or object is not up to par. *Usage:* "Watch out for the jack leg barnies."

JACK RABBIT: Any type of law officers.

JAMBOREE: Any event where a large group of CBers meet for a get-together.

JIMMIE: A GMC truck.

JOHN LAW: The police.

K TOWN: Knoxville, Tennessee.

KEEP IT BETWEEN THE DITCHES, GOOD BUDDY: Don't run off the road.

KEEP THE SHINY SIDE UP AND THE ROLLING SIDE DOWN: A sign-off signal that means the receiver should drive safely.

KEEP THE GREASY SIDE DOWN, THE SHINY SIDE UP: Sign off.

KEEP THE WHEELS SPINNING: Drive carefully.

KEEP THE BEARS AWAY FROM YOUR BRITCHES AND YOUR NOSE IN THE MIDDLE OF THE DITCHES: Sign off; means to drive safely and avoid the police.

KEEP THE BEAVERS GRINNING AND YOUR WHEELS SPINNING: Another sign off; it means to drive carefully and keep the women happy.

KENOSHA CADILLAC: A Gremlin, Pacer or Matador manufactured by AMC.

KEYING THE MIKE: Turning on a microphone without talking.

KIDDIE CAR: A school bus.

KNOCK IT ABOUT: The road is clear so drive at whatever speed you wish.

KNOCK THE SOOT OUT: Accelerate your vehicle.

KNOCKING: A truck that is moving as fast as it possibly can.

KNUCKLE BUSTER: A fight.

KODAK: Radar operated by the police.

KOJAK: Policeman. *Usage:* "There's a wreck in the grass at mile marker 184. Better send the blood box and a couple Kojaks."

KOOL AID: Alcoholic beverage.

LADY BEAR: A female police officer.

LADY BREAKER: A woman CB operator asking for the use of a channel.

LAND LINE: Telephone.

LAND OF DISNEY: Disneyland, California; also refers to Disney World in Florida.

LAND OF OZ: The road is clear ahead.

LAND OF WONDERFUL: The road is clear.

LATCH ON: A vehicle without CB equipment which follows a truck or car that has a CB rig.

LATRINE MOUTH: A CBer who makes a transmission using profane words.

LAY AN EYEBALL ON IT: To view it.

LAY IT OVER A LITTLE WHILE: Stand by, please.

LEFT ONE: The passing lane.

LEFT SHOULDER: The opposite direction from which you're traveling.

LEGAL BEAGLE: A CBer who follows FCC rules and regulations.

LEGALIZED: A CB motorist who has dropped down to the legal speed limit. *Usage:* "Thanks for letting me know the bears are crawling. I'm legalized."

LET IT GO: To drive your vehicle at the speed you wish.

LET 'ER ROLL: To speed up; accelerate.

LET THE CHANNEL ROLL: To allow others to bust in and use the channel as they wish.

LET THE HAMMER DOWN: Run at top speed.

LETTUCE: Money.

LET THE FLAPS DOWN: Slow down to legal speed limit.

LID: An inexperienced CB operator.

LIGHT FOOTING IT: Driving at the legal 55 MPH.

LIGHT IS GREEN, REV UP YOUR MACHINE: The road is clear so you can drive above the speed limit.

LIGHT TRIP: A trip with a light load.

LITTLE OLE MODULATOR: A CB rig.

LINEAR AMPLIFIER: A piece of equipment that increases power output to several hundred watts; use of this gear is illegal.

LITTLE BEARS: City police.

LITTLE FOOT WARMER: A linear amplifier or other type of power booster for a CB rig.

LOAD OF POSTHOLES: An empty truck.

LOAD OF ROCKS: A truck that is hauling bricks, stone or concrete blocks.

LOAD OF STICKS: A truck that has a load of logs.

LOCAL BEARS: City police.

LOCAL BOYS: City police.

LOCAL YOKELS: City police.

LONG DISTANCE PHONE IS RINGING: A call for a certain CB operator.

LOST PILOT: A drunk driver.

L-S-B: The lower sideband.

MAGIC CITY: Birmingham, Alabama; also used on the West Coast to designate Hollywood, California.

MAGNOLIA STATE: Mississippi.

MAIL: Listening to CB conversations without transmitting. *Usage:* "I've just been going through the mail tonight."

MAKE A TRIP: Change your CB channel.

MAMA: Wife.

MAMA SMOKEY: A female highway patrolwoman.

MAMA'S SIDE: The passing lane often used by drivers anxious to get home to their wives.

MAN WITH A GUN: A police radar operation.

MARDI GRAS TOWN: New Orleans, Louisiana.

MARKEL MAN: An insurance company representative who checks truck speeds and makes a report to his home office.

MARKER: The mileposts along an interstate highway that allows a driver to know his exact location. These are also called mile markers.

MASHING THE MIKE: Turning on or keying a microphone without speaking, to stop other CBers from making their transmissions.

MAY YOUR UPS AND DOWNS BE BETWEEN THE SHEETS: Sign off.

MAYDAY: A distress signal. This is used only in an emergency.

MEAT WAGON: An ambulance.

MERCY: A word that is usually used by CBers instead of profane phrases that are illegal to transmit.

MERCY SAKES!: A phrase that indicates a CBer has understood your transmission. The phrase is also used as "fill in" during a conversation.

MICKY MOUSE METRO ON A TRIKE: A city policeman on a three-wheeled motorcycle.

MIKE: Your microphone.

MIK-E-NIK: An auto or truck mechanic.

MILEMARKER: Mileposts along an interstate highway.

MILFORD LANE: A passing lane.

MINI SKIRT: A woman.

MINI STATE: Rhode Island.

MINNIE MOUSE: Young woman.

MOBILE PARKING ATTENDANT: Driver of an auto transporter.

MOBILE PARKING LOT: Automobile transporter.

MOBILE UNIT: A CB transceiver that is in an automobile.

MOBILING: Riding around.

MODULATION: To talk via CB; to converse with another CBer.

MODULATION BOOSTER: A device that boosts up the microphone circuit and automatically prevents too much power output during transmission.

MONITOR: To listen to a CB channel. Also, to listen to Channel Nine in the event there is a call for assistance.

MONKEY TOWN: Montgomery, Alabama.

MONSTER LANE: Passing lane on an interstate highway.

MOTION LOTION: Gasoline or diesel fuel.

MOTOR CITY: Detroit, Michigan.

MOTOR ON: Travel on down the road.

MOUNTIES IN THE CLOUDS: A police helicopter.

MOVABLE PARKING GARAGE: An auto transporter.

MOVE: A car or truck in motion.

M20: Rendevous; meeting place.

MUFF: A woman.

MUSIC CITY: Nashville, Tennessee.

MUSKRAT: A young child.

NCCRA: North Carolina Citizen's Radio Association.

NEGATINE: No.

NEGATIVE: No.

NEGATIVE COPY: No answer to a transmission.

NEGATIVE GROUND: The negative battery terminal on a car or truck.

NEGATORI: No.

NIGHT CRAWLERS: The police are out in full force.

NINETY WEIGHT: Liquor. Since the proof content of liquor has been drooped this phrase has started to change to "Eighty weight."

NOBODY KNOWS WHERE SMOKEY BEAR GOES: A warning that highway patrol cars are changing directions on an interstate highway.

NOISE: Conversations you hear on a CB radio.

NOTHING BUT GREEN LIGHTS AND WHITE LINES: The road is clear.

OLD KITTY WHOMPER: A truck.

O-M: Old man, usually referring to a husband.

ON A _____ TURN: A trucker who is returning from the city mentioned in the blank. *Usage:* "I'm on a Chicago turn."

ONE FOOT ON THE FLOOR, THE OTHER OUT THE DOOR, AND SHE WON'T GO NO MORE: A truck that is running at top speed.

ONE SNEAKING IN THE GRASS: A highway patrol car hiding on the median.

ON SKIP: A signal from a long distance.

ON STANDBY: A CBer who is monitoring but not transmitting messages.

ON THE SIDE: A vehicle that is parked on the shoulder of the road.

OPEN SEASON: The police are all over the highway.

OTHER HALF: Spouse.

OTHER RADIO: A radio that is used to monitor police transmissions.

OUT: Completion of a CB transmission.

OUTDOOR TV: A drive-in movie.

OVER: Stopping transmission and listening for your reply.

OVERMODULATION: A CBer who hogs a channel by talking too much; also a CBer who talks too close to his microphone.

O-W: Old woman, usually a wife.

PAIR OF FIVES: 55 MPH speed limit.

PAIR OF NICKELS: 55 MPH speed limit.

PAIR OF SEVENS: Refusal to answer. *Usage:* "A pair of sevens on that one."

PANIC IN THE STREETS: Indicates Federal Communcations Commission CB enforcement officers are in an area to check on illegal use of rigs.

PAPA BEAR WITH EARS: A state patrolman with a CB rig in his car.

PAPER HANGER: A policeman who enforces

speeding laws rigidly and gives out an excess number of tickets.

PAPERWORK: A speeding ticket.

PART 15: FCC rules that apply to illegal operations of an unlicensed transmitter.

PASS THE NUMBERS: Best regards.

PATCH: A city or town. *Usage:* "How's things in your patch, Slim Jim?"

P.C.: A printed circuit.

PAVEMENT PRINCESS: A truckstop prostitute.

PEANUT BUTTER FOR EARWAX: He's not listening.

PEDAL AGAINST THE MIDDLE: Accelerating.

PEDAL SLOWER: Drop your speed down.

PEDAL AND WAIT ON YOU: Coast.

PEDALING IN THE MIDDLE: Driving along in the middle of a two-lane highway when the road isn't crowded.

PEELING OFF: To leave an interstate highway.

PEEL OFF: To turn off.

PETER RABBIT: Police.

PETRO: Gasoline or diesel fuel.

PETRO MOBILE: A truck hauling gasoline or diesel fuel.

PF FLYERS: Truck tires.

PICK 'EM UP TRUCK: A pickup truck.

PICK 'EM UP: A small truck; usually refers to a pickup.

PICKLE SUIT: Marine uniform.

PICTURE TAKING UNIT: Police radar operation.

PIECE OF BAD NEWS PAPER: A speeding ticket.

PIGEON: A driver who has been caught speeding.

PIGS: Police.

PINK PANTHER: An unmarked police car that is equipped with CB radio.

PINK SLIP: A warning ticket.

PIPE LINE: A designated channel on the CB radio.

PIT STOP: A stop to refuel.

PLAIN BROWN WRAPPER: A police car that is not marked.

PLASTIC BRAIN: Someone who is dumb; a person whose behavior is undesirable.

POLAR BEAR: Highway patrolman.

POLAROID: The patrolman who operates a radar unit.

POLECAT: A black and white state police car.

PORKY BEAR: Police.

PORTABLE BARNYARD OR PORTABLE RANCH: A cattle truck.

PORTABLE CAN: A truck hauling liquid substances.

PORTABLE FLOOR: A flatbed trailer.

PORTABLE GAS STATION: A truck hauling gasoline or diesel fuel.

PORTABLE PIPELINE: Gasoline truck.

PORTRAIT PAINTER: A police radar unit.

POSITIVE: Yes.

POSITIVE GROUND: The positive battery terminal on a car or truck.

POST: Mile marker along an interstate highway.

POTTY MOUTH: A CBer who transmits using bad language.

PREGNANT ROLLER SKATE: A Volkswagen automobile.

PRESS SOME SHEETS: Sleep.

P-T-T SWITCH: The push-to-talk switch on a CB microphone.

PULL A HOFFA: Disappear and leave no forwarding address.

PULL IN FOR A SHORT, SHORT SPAN: Stop and use the rest room.

PULL THE HAMMER BACK: Slow down to a legal speed limit.

PULLING THE PLUG: Turning off the CB rig.

PUMPKIN: A flat tire.

PUSHING THE RIG: To drive a truck.

PUT AN EYEBALL ON THEM: Watch.

PUT IT ON THE FLOOR AND TRY LOOKING FOR MORE: Run at top speed.

PUT THE GOOD ONES ON YOU: Best regards.

PUT YOUR FOOT ON THE FLOOR, LET THE MOTOR TOTER: To pick up speed.

PUT YOURSELF UP HERE: The road is clear so speed up and join me.

PUT THE HAMMER DOWN: Speed up.

QSL CARDS: Postcards that carry the call sign of other CBers; the cards are used to report on reception.

QUASAR: A woman. This term came from the Motorola televsision slogan that "the works are in a drawer."

QUEEN CITY: Cincinnati, Ohio.

QUICK TRIP AROUND THE BLOCK: To check all of the 23 CB channels for transmissions.

RACHET JAW: A CBer who talks too much.

RAIN LOCKER: A shower room; usually refers to the showers in truckers' quarters at a truck stop.

RAKING THE LEAVES: A CB-equipped vehicle is said to "rake the leaves" when it is last in line and maintains a watch for the police.

RALLY: A gathering of CB enthusiasts.

REACT: Radio Emergency Associated Citizens' Teams. National headquarters for this group is at 111 East Wacker Drive, Chicago, Illinois 60601.

REBOUND: Return trip.

RED WHEEL: The spinning red light atop a police car. Also called a "cherry" or "blazing bubblegum machine" in some areas.

REEFER: A truck with a refrigerated trailer, usually used to haul perishable commodities to market.

REST: Radio Emergency Safety Teams who monitor CB channels to aid boaters who may need help.

REST-UP SPOT: A rest area along a highway.

RF: Radio frequency.

RIDER GLIDER: A vehicle without CB that follows a car or truck which has a CB rig.

RIG: A CB radio; a truck.

RIG RIP-OFF: A CB radio that has been stolen.

RIP-OFF RENDEZVOUS: Holiday Inn.

RIP STRIP: Interstate highway.

RIVER CITY: Memphis, Tennessee; Paducah, Kentucky; and sometimes refers to Kansas City, Missouri.

ROAD JOCKEY: A truck driver.

ROCK: CB term for crystal.

ROCK CITY: Chattanooga, Tennessee; Little Rock, Arkansas, in that region.

ROCKET CITY: Huntsville, Alabama.

ROCKING CHAIR: Middle vehicle in a group of three or more.

ROGER: Yes, affirmative.

ROGER ROLLER SKATE: A driver doing twenty or thirty miles over the legal speed limit.

ROLLING: Moving on down the road.

ROLLING BEARS: Police cars that are moving.

RUBBER CITY: Akron, Ohio.

RUBBER DUCK: Lead vehicle in a convoy running under CB.

RUBBERBAND WINDING UP: Trying to get speed up.

RUBBERNECKERS: Sightseers, usually found around a bad wreck.

RUG RATS: Children of any age.

RUG RUNNERS: Young children.

RUN INTERFERENCE: A speeding passenger car that does not have CB equipment. The car will "run interference" by being caught speeding, so the police can be located.

RUN OUT THE FRONT SIDE: To run so far that the rear vehicle (back door) is out of range via CB radio.

RUNNING BEARS: Police running up and down the highway.

RUNNING TOGETHER: CBers who maintain communication as they travel across a stretch of highway.

SALT AND PEPPER: Police.

SALT MINES: The place where you work.

SAN QUENTIN QUAIL: An underage female hitchhiker.

SCAB: A derogatory term used by ham operators to describe CBers.

SCALE HOUSE: A weigh station along the highway.

SCALE HOUSE IS A-OK: Weigh station is now closed. Proceed ahead.

SCHOOL TWENTY: The location of a school of any type.

SCOFFLAW: A person who violates FCC rules.

SCRATCHING: A vehicle that is moving as fast as possible. *Usage:* "Mercy sakes! I'm scratching now, Double Bubble."

SEAT COVER: A pretty woman passenger in an automobile.

SET OF DOUBLES: A truck hauling two trailers.

SEVENTY THIRDS, GOOD BUDDY: A sign-off with best regards.

SEVENTY THREES: Best regards.

SHAKING THE BUSHES FOR BEARS AND TEARS: A CB-equipped vehicle searching for the police in the "front door" position, and also looking for road obstructions.

SHAKING THE TREES: To look for the police.

SHAKEY TOWN: Los Angeles, California.

SHAKING MY WINDOWS: Indicates good, strong reception of a CB signal.

SHANTY SHAKER: A truck that delivers mobile homes.

SHOES: An illegal linear amplifier.

SHORT, SHORT SPAN: Very soon.

SHOOT AN EYEBALL ON IT: Take a look.

SHOT GUN: A police radar gun.

SHOUT: A call for a certain CBer.

SHOVELING ON THE COAL: Picking up speed.

SHOW-OFF LANE: Passing lane on an interstate highway.

SIN CITY: Las Vegas, Nevada.

SIT IN THE SADDLE: Middle vehicle in a CB-equipped group.

SITTING UNDER THE LEAVES: A hidden police car.

SIX WHEELER: A small truck; sometimes means a passenger car hauling a trailer.

SKIP: A CB transmission from a long distance due to atmospheric conditions.

SKIPPER: A radio signal from a great distance.

SKIP HEADS: A group of CBers who transmit a longrange signal.

SKIP TALK: Talking with CBers who live far away.

SKY TROOPERS: Policemen in helicopters.

SLINGSHOT: A vehicle that passes in a hurry at great speed. *Usage:* "Hey, Milkman, catch the slingshot that just went by."

SLAMMER: Jail.

SLOP: Gasoline that has been mixed with water; low octane fuel.

SMILE AND COMB YOUR LOCKS: There is radar ahead.

SMOKE 'EM BEARS: Police.

SMOKE ON UP, GOOD BUDDY: Pick up your speed.

SMOKE REPORT: A message giving the location of the police.

SMOKE SCREEN: Radar setup operated by the police.

SMOKE THE DOPE: Accelerate.

SMOKEY: The police.

SMOKEY BEAVER: A female police officer.

SMOKEY DOODLING: A highway patrol car that is not moving.

SMOKEY ON TRIGGER: A policeman mounted on a horse in New York City and, occasionally, in Chicago.

SMOKEY BURNING RUBBER: A police car that is in motion.

SMOKEY ON THE GOOD EARTH: A policeman out of his patrol vehicle.

SMOKEY TWO WHEELER: A motorcle policeman.

SMOKEY WITH A KODAK: A police radar unit.

SMOKEY'S GOT EARS: A policeman with a CB set.

SMOKEY'S THICK: There are a lot of police on the road today.

SNAFU: To foul up.

SNAKE CAVE: Fire station.

SNEAKY SNAKE: A hidden police car.

SNOOPER SIGNALS: The lights on a police car.

SNOW CITY: Aspen, Colorado.

SOLID STATE: Electronic circuitry that does not require tubes.

SOUNDING GOOD: A clear, strong signal.

SPILLED HONEY ON THE HIGHWAY: Police are all over the place. *Usage:* "Mercy sakes! Somebody must have spilled honey on the road, 'cause everybody is sure got their hammers up."

SPORT CITY: Shreveport, Louisiana.

SPREADING THE GREENIES: The police are giving out tickets.

SPY IN THE CLOUDS: A police helicopter.

STACK THEM EIGHTS REAL HIGH: Best wishes.

STAGE STATION: A truck stop.

STATION LICENSE: A license to operate CB radio transceivers.

STEPPED ALL OVER ME: A transmission that is interrupted. *Usage:* "Man, you stepped all over me there."

STEPPED ON THE BEAR'S BOOTS: To run above the legal speed limit.

STEPPING OUT: Accelerating.

STICK BETWEEN THE JUMPS AND BUMPS: Drive carefully; a sign-off signal in the western states.

STOP TO BUY GROCERIES: Go to a restaurant for food.

STRAIGHT SHOT: A road that is clear of police and other obstacles to high-speed driving.

STREAKING: To run at full speed.

STREAKER: A vehicle without CB equipment that is traveling at full speed. *Usage:* "Watch that streaker coming up on you. The bears will give him a bite at the next exit."

STUPEN: Pretending to be dumb.

SUDS: Beer.

SUICIDE JOCKEY: A trucker who hauls explosives.

SUPER SKIRT: An attractive woman.

SUPERDOME CITY: New Orleans, Louisiana.

SUPER SKATE: A highpowered sports car.

SUPER SLAB: An interstate highway.

SUPPOSITORY: No; a negative answer.

SWEEPING THE LEAVES: Running the "back door" position in a line of vehicles.

SWEET THING: A female CB enthusiast. *Usage:* "Take the next exit, sweet thing, and you'll be right there."

SWINDLE SHEET: A trucker's log book; expense account.

TAILGATING: Driving too close to the vehicle in front.

T. R. SWITCH: The transmit-receive switch on a CB set.

T TOWN: Texarkana, Arkansas and Texas.

TAKING PORTRAITS: Police radar.

TAKING PICTURES EVERYWHERE: Police radar is operating on both sides of the highway.

TANKER: A truck and trailer that carries liquid substances.

TAXI: A marked police car.

TEN-FOUR: This term is used often on CB radio; it means "hello" or "yes," and acknowledges a transmission. *Usage:* "You're pounding my windows with a big ten-four, good buddy."

TEN-ONE HUNDRED: A stop to visit a rest room.

TEN-ONE THOUSAND: An alert for a representative from the Federal Communications Commission. *Usage:* "Breaker! Breaker! Ten one thousand is here!"

TEN-ROGER: Your message is being received.

TENS AND TWELVES: There are more CBers here.

TEN-TEN, LISTENING IN: Your transmission is complete and you will monitor.

TEN-TEN AND LET'S DO IT AGAIN: A sign-off phrase.

TEN-TWO THOUSAND: A dope pusher. *Usage:* "The thunder chicken is piloted by a ten-two thousand."

TEN WHEELER: Truck with ten wheels.

TENNESSEE SLICK STICK: Dual antennas.

TENNIS SHOES: Tires.

TEXAS BERRIES: Corn.

THERMOS BOTTLE: A large tanker truck; usually refers to a milk truck.

THIRTY WEIGHT: Coffee.

THOUSAND LEGGER: A truck that has numerous wheels, designed to haul heavy equipment.

THREES AND EIGHTS: A sign-off signal wishing good luck and best regards.

THREES: This can be used interchangeably for "hello" or "goodbye." *Usage:* "Threes here, good buddy; can you give me a bear report?"

THREES TO YOU AND YOURS: Good luck to you and your family.

THUNDER CHICKEN: A Ford Thunderbird.

TIE UP THE SALT BAGS: Do your work.

TIJUANA COWBOY: A policeman with a fancy uniform.

TIJUANA TAXI: A police vehicle or tow truck with lots of red lights and prominent markings.

TINSEL CITY: Hollywood, California.

TOENAILS ARE SCRATCHING: Running at full speed.

TOENAILS ARE IN THE RADIATOR: Full speed.

TOENAILS ON THE SLAB AHEAD: Full speed.

TOILET LIPS: A person who uses bad language.

TRADING STAMPS: Money. *Usage:* "I'll have a wallet full of trading stamps on the flipflop."

TRAILER TRUCKING: What the driver of an eighteen wheeler does.

TRAIN STATION: A court where everyone with a traffic ticket receives a fine.

TRANSCEIVER: CB radio transmitter and receiver.

TREETOP TALL: A strong CB signal. *Usage:* "You're coming in treetop tall."

TRANNY LINE: The coaxial cable that connects the transceiver to the CB antenna.

TRICKY DICK'S: San Clemente, California. Recently, after the Nixon resignation, the term "Elba," the place of Napoleon's exile, has been used for San Clemente.

TRUCK IT EASY: Drive carefully.

TRUCKING STOP: Truck stop.

TRUCKING MAN: A truck driver.

TRIMMING THE TREETOPS: Transmitting a strong signal.

TUM WATER: Beer.

TURKEY: A dumb person.

TURNING MY STICK AROUND: Change an antenna for better reception and transmission.

TURNING OVER: To leave the interstate highway system by turning off at an exit.

TURN TWENTY: Location of a turn.

T-V-I: Television interference produced by CB sets.

TWELVES: There are other people present.

TWENTY: Location. *Usage:* "What's your twenty, sweet thing?"

TWIN STICKS: Dual antennas.

TWISTED PAIR: Telephone.

TWISTER: A highway interchange or exit.

TWO MILES OF DITCHES TO YOU FOR EVERY MILE OF ROAD: Drive carefully and keep your vehicle on the highway. This is usually used as a sign-off.

TWO WHEELER: A motorcycle.

T-X: A telephone.

U.C.B.T.A.: United CB Trucker's Association, P. O. Box 2676, Garland, Texas 75041.

UNCLE CHARLIE: Federal Communications Commission.

UNIT: A CB transceiver.

U.S.C.R.C.: United States Citizens Radio Council, 3600 Noble, Anniston, Alabama 36201.

USE THE JAKE: Reduce speed.

VAN: A trailer; usually refers to a truck and trailer hauling furniture.

WALKING IN POURING SMOKE: Strong reception of a CB signal.

WALKING ON TOP OF YOU: A transmission that covers up a signal.

WALKING THE DOG: To transmit with a strong signal.

WALL TO WALL: Excellent reception.

WALL TO WALL BEARS: There are police all over the highway.

WALL TO WALL, TREETOP TALL: Strong reception of a transmission.

WALLPAPER: QSL cards. Also refers to traffic tickets in the northwest states.

WARDEN: Spouse.

WATCH THE SLAB: Drive carefully.

WATCH YOUR DONKEY: The police are coming up fast from the rear.

WATERING HOLE: A truck stop.

WATERGATE CITY: Washington, D.C.

WAY IS BUENO, BUDDY: The highway is clear. The police are not around.

WEAVING WILLIE: Drunk driver.

WE TOPPING HILLS BY POPPING PILLS: A sign-off.

WE GO: Sign-off.

WE GONE BYE-BYE: I've stopped transmitting, but I'm going to listen.

WE UP, WE DOWN, WE BE ALL AROUND: A sign-off.

WE WENT BYE-BYE: A sign-off.

WEEKEND WARRIORS: The U.S. National Guard.

WEIGHT WATCHERS: People who work in a highway weigh station.

WELFARE STATION: A CB radio that has been purchased with funds from the welfare office.

WE DOING IT OPPOSITE: I am headed in the opposite direction.

WE'RE BACKING UP NOW: Reducing speed; also used as a sign-off.

WE CLEAR: Sign-off.

WE DOWN: Sign-off.

WE DOWN OUT AND ON THE SIDE: End of transmission and the speaker plans to listen.

WE OUT: Sign-off.

WE OUT OF IT: We have left the police behind and the road ahead is clear.

WEST BOUND, LOOKING AROUND: A sign-off message.

WHAT AM I THROWING ON YOU?: How strong is my signal?

WHATEVERS AND WHICHEVERS: Highway patrol.

WHAT YOU PUSHING NOW: What kind of vehicle are you driving?

WILLIES: Rebels. Term comes from Willie Nelson, the country-western singer who was a rebel against the record establishment for many years. *Usage:* "You know they're a bunch of real willies, Big Mac."

WHAT TYPE OF COPY? A request for information about the strength of the transmitted signal.

WHAT'S YOUR EIGHTEEN HANDLE: What kind of truck are you running?

WHERE IS YOUR TWENTY?: Give me your location.

WHEN DID YOU START DOING IT?: When did you get into CB radio?

WHERE YOU GET YOUR GREEN STAMPS?: Where do you work?

WHIMPY: The stupid behavior of a person without personality.

WHITE KNIGHT: State patrolman.

WHO DO YOU PULL FOR?: What trucking company do you work for?

WHOMPING YOU: An interrupted message, indicating the speaker's reception was drowned out by a stronger transmission. *Usage:* "Careful, good buddy, they're whomping you tonight."

WILCO: Will comply.

WINDY CITY: Chicago, Illinois.

WOOLY BEAR: Woman.

WOOLY-WOOLY: Woman.

WORKING MAN: A truck driver.

WORK TWENTY: Your place of employment.

WRAP IT UP: Signing off and turning off the set.

WRAPPER: An unmarked patrol car.

WRINKLE: A transmission that fluctuates, with the signal coming in strong and then weakening.

X-L: An unmarried woman.

X-RAY MAN: A policeman with radar.

XY-O: Spouse.

YAP: Talk.

YELLOWSTONE PARK: A gathering of several policemen at the same location.

Y-L: Young woman.

YO: Yes, affirmative.

YOU'RE LOOKING GOOD: Your signal is coming in strong.

YO YO: A vehicle that speeds, then slows down.

ZAPPING: To overload another operator's CB rig with a strong signal.

5

CROSS-REFERENCE

ACCELERATE
- Both feet on the floor
- Cover the ground
- Get trucking
- Hammer down
- Hammer hanging
- Hammer on
- Jack it up
- Knock the soot out
- Let it go
- Let 'er roll
- Let the hammer down
- Pedal against the middle
- Put your foot on the floor, let the motor toter
- Put your hammer down
- Rubberband winding up
- Shoveling on the coal
- Smoke on up, good buddy
- Smoke the dope

ACCELERATOR
- Hammer

ACTIVATE A MICROPHONE WITHOUT SPEAKING
- Buttonpusher

Dropped a carrier
Keying the mike
Mashing the mike

AKRON, OHIO
Rubber City

ALL CB CHANNELS ARE IN USE
Everybody's walking the dog

AMARILLO, TEXAS
Big A

AMBULANCE
Blood box
Bone box
Meat wagon

AMERICAN MOTOR CARS (Gremlin, Pacer, Matador)
Kenosha Cadillac

ANSWER BACK
Back
Back to you
Bring it back
Come back
Come here
Come on
Do it to me
Give me a shot
Give me a shout
Go ahead
Go back to 'em
Go breaker

How's your vocal cords?
How am I hitting?

ANTENNA
Beam
Fishing pole and a partner
Hustler
Tennessee slick stick
Twin sticks

ARKANSAS
Hog country

ASPEN, COLORADO
Snow City

ATLANTA, GEORGIA
Hot Lanta
Hot Town

ATTRACTIVE FEMALE
Foxy lady
Seat cover

AUTO TRANSPORTER
Mobile parking lot

BACKGROUND INTERFERENCE
Background
Hash and trash

BAD GASOLINE OR DIESEL FUEL
Slop

BATON ROUGE, LOUISIANA
B.R. Town

BEER
- Barley pop
- Brown bottle
- Colorado Kool Aid
- Kool Aid
- Honey
- Suds
- Tumwater

BEER TRUCK
- Honey wheeler

BEST REGARDS
- Eights and other good numbers to you
- Eighty eights
- Good numbers
- Happy numbers, good buddy
- Pass the numbers
- Seventy thirds, good buddy
- Stack them eights real high
- Threes and eights
- Threes
- Threes to you and yours

BIG ENGINE
- Full of vinegar
- Great big sprocket

BIRMINGHAM, ALABAMA
- B Town
- Magic City

BOSTON, MASSACHUSETTS
- Bean Town

CALL FOR A DEFINITE CB OPERATOR
- Break for (name of CBer)
- Collect call
- Holler
- How about it one time?
- Long-distance phone is ringing for (name of CBer)
- Shout

CAR
- Four wheeler

CATTLE TRUCK
- Portable barnyard

CB CONVENTION OR MEETING
- Coffeebreak
- Jamboree
- Rally

CB NETWORK OF OPERATORS
- CB land

CB EQUIPMENT
- Box
- Ears
- Little ole modulator
- Rig

CHANNEL
- Pipe line

CHANNEL ONE
- Basement

CHATTANOOGA, TENNESSEE
Choo Choo Town
Rock City

CHICAGO, ILLINOIS
Chi Town
Windy City

CHILDREN
Forty fours
Muskrats
Rug rats
Rug runners

CINCINNATI, OHIO
Queen City

CITY OR TOWN
Patch

CLEAR OR STRONG RECEPTION
Bending the windows
Big ears
Bodacious
Breaking the old needle
Coming in loud and proud
Coming out the windows
Getting out
Got a ten-two
Shaking my windows
Sounding good
Treetop tall
Trimming the treetops
Walking in pouring smoke
Walking the dog

Wall to wall, treetop tall
You're looking good

COAST
Pedal and wait on you

COAXIAL CABLE
Co-ax
Tranny line

COFFEE
Black water
Cup of mud
Hot stuff
Thirty weight

COMPANY AROUND THE SET
Twelves

CONVERSATION
Convac
Modulating
Rachet jawing
Yap

CRYSTAL
Rock

DALLAS, TEXAS
Big D

DECEASED PERSON
Gone ten-seven permanently

DEPARTMENT OF TRANSPORTATION OFFICIAL
DOT man

DESIRABLE SPEED
Cooking
Let it go
Motor is totering

DETROIT, MICHIGAN
Motor City

DEVICE FOR DETECTION OF POLICE RADAR
Fuzz buster

DIRECTIONAL ANTENNA
Beam

DISAPPEAR
Pull a Hoffa

DISNEYLAND, CALIFORNIA
Cinderella World
Land of Disney

DISTANT CB SIGNAL
On skip
Skip
Skipper
Skiptalk

DISTRESS OR EMERGENCY SIGNAL
Mayday

DOPE PUSHER
Ten two thousand

DO YOU UNDERSTAND
Do you copy?
How's your vocal cords?
How do you read me?
What am I throwing on you?

DRIVE-IN MOVIE
Outdoor TV

DRIVE CAREFULLY
Have it safe and sound
Keep it between the ditches, good buddy
Keep the shiny side up and the rolling side down
Keep the greasy side down, the shiny side up
Keep the wheels spinning
Keep the bears away from your britches and your nose in the middle of the ditches
Keep the beaver grinning and the wheels spinning
Stick between the jumps and bumps
Two miles of ditches to you for every mile of road

DRIVING
Cooking
Pushing the rig

DRUNK DRIVER
Bottle banger
Lost pilot
Weaving Willie

DUMB
Crazy mother
Gooch
Plastic brain
Whimpy

EATING PLACE
Stop to buy groceries
Eatum-up stop

EMERGENCY CHANNEL
Channel Nine

EMPTY PATROL CAR
Decoy
Dummy

EMPTY TRUCK
Load of postholes

FEDERAL COMMUNICATIONS COMMISSION
Fed
Fox hunter
Panic in the streets
Ten one thousand
The candy man
Uncle Charlie

FCC VIOLATOR
Scofflaw

FIFTY-FIVE MILE SPEED LIMIT
Doing the five-five
Doing the double nickel
Double buffalo
Driving the peg
Legalized
Lightfooting it
Pair of fives
Pair of nickels

FIGHT
Knuckle buster

FIRE STATION
Snake cave

FIRST CB VEHICLE IN A LINE
Beating the bushes
Front door
Front end
Rubber duck
Shaking the bushes for bears and tears
Shaking the trees

FLASHING EMERGENCY LIGHTS
Advertising
Bubblegum machine
Red wheel

FLATBED TRAILER
Portable floor

FLORIDA
Bikini state

FORD MUSTANG OR PINTO
Horse

FORD THUNDERBIRD
Bird
Thunder chicken

FORREST CITY, ARKANSAS
Bar City

FOUL UP
Snafu

FREE CHANNEL
Cleaner channel

FORT WORTH, TEXAS
Cow Town

FULL SPEED
Doing it to it
Doing my thing in the left hand lane
Drop the hammer down
Ginning and got the wheels spinning
Got his track shoes on
Got my foot in it
Hammer her down
Light is green, rev up your machine
Motor on
One foot on the floor, the other out the door, and she won't go no more
Put it on the floor and try looking for more
Rubberband winding up
Streaking
Streaker
Toenails are scratching
Toenails are in the radiator
Toenails on the slab ahead

GAS OR DIESEL FUEL
Go juice
Motion lotion
Petro

GAS STOP
Pit stop

GIRL OR WOMAN
Beaver
Black Jack Barbie doll
Chick
Cover
Fancy seat cover
Foxy lady
Lady breaker
Mini-skirt
Muff
Quasar
Super skirt
Sweet thing
Wooly bear
Wooly-wooly

GREYHOUND BUS
Big dog

HAM OPERATORS' DEROGATORY TERM FOR A CBer
Scab

HIDDEN POLICE CAR
Dummy
Hiding in the bushes
Pink panther
Sitting under the leaves
Sneaky snake

HIGH GEAR
Going-home slot

HOLIDAY INN
Rip-off Rendezvous

HOLLYWOOD, CALIFORNIA
Tinsel City

HOME
Home twenty
Casa

HOPKINSVILLE, KENTUCKY
H Town

HOT SPRINGS, ARKANSAS
Hot Water City

HOUSTON, TEXAS
Astrodome City

HUNTINGTON, WEST VIRGINIA
Hump Town

HUNTSVILLE, ALABAMA
Rocket City

HUSBAND
Buffalo
Other half
XY-O

IDLE TALKER
Bull jockey
Rachet jaw

ILLEGAL OPERATION OF CB RADIO
Apple
Fox hunting
Skip shoot

INDIANAPOLIS, INDIANA
Circle City

INCOMPETENT CB OPERATOR
Green apple
Lid

INITIAL TRANSMISSION
Break
Break, break
Breaker, breaker
Break channel
Breaker broke
Break for
Breaker bound (give direction)
How about it one time?

INTERNATIONAL TRUCK
Corn binder

INTERRUPTED TRANSMISSION
Bleeding
Breaking up
Covered up
Dusted my ears
Walking on top of you
Whomping you

INTERSTATE HIGHWAY
Big slab
Boulevard
Concrete jungle
Four-lane parking lot
Rip strip
Super slab

IRVINE, CALIFORNIA
Buggerhole Bunch

JACKSON, MISSISSIPPI
Capital J

JACKSONVILLE, FLORIDA
J Town

JACKSON, TENNESSEE
J Town

JAIL
Slammer

JAMBOREE SEASON
J trail

KENTUCKY
Bluegrass state

KEYING A MICROPHONE
Blocking the channel
Buttonpusher
Dropped a carrier on us
Mashing the mike

KISSES
Forty fours

KNOXVILLE, TENNESSEE
K Town

LAS VEGAS, NEVADA
Dice City
Sin City

LAW ENFORCEMENT—GENERAL
Bear
Bearded buddies
Big brother
Black and white
Blue and white
Bubblegum machine
Camera
Catch car
Chase car
Electric teeth
Evel Knievel Smokey
Girl bear
Grasshopper
Green stamp collector
Jack Rabbit
John Law
Lady bear
Night crawlers
Open season
Papa bear
Paperhanger
Picture taking unit
Pigs
Plain wrapper
Porky bear
Red wheel
Running bear
Salt and pepper
Smoke 'em up bear
Smoke report
Smokey
Smokey beaver
Smokey on trigger
Smokey's thick
Sneaky snake

Tijuana cowboy
Wall to wall bears
X-ray man

LOCAL POLICE
Blue boys
City kitty
Country Joe
Little bears
Local bears
Local boys
Local yokels
Micky Mouse metro on a trike
Smokey on trigger
Smokey two wheeler

STATE PATROL
Barnie
Blue jeans
Boogie man
Kojak
Pink panther
Polar bear
Pole cat
Spilled honey on the road
State bear
Whatevers and whichevers
White knight
Yellowstone Park

SHERIFFS OR DEPUTIES
County mounty

LAW OFFICER WITH CB
Black and white CBer
Papa bear

Smokey with ears
Sneaky snake

LEGAL CB OPERATOR
Legal beagle

LEGAL CB OPERATION
Barefoot
Barefoot mobile

LINEAR AMPLIFIER
Foot warmer
Hamburger helper
High gear
Shoes

LIQUOR
Cactus juice
Kool Aid
Ninety weight

LITTLE ROCK, ARKANSAS
Rock City

LOCATION
Ten-twenty
Twenty

LOCATION OF WORK
Where you get your green stamps?
Who do you pull for?
Work twenty

LOCATION OF A SCHOOL
School twenty

LONG DISTANCE
D-X

LOOK
Check the seat covers
Put an eyeball on them

LOOKERS
Rubberneckers

LOS ANGELES, CALIFORNIA
Shaky Town

LOSE AT THE RACES
Feed the ponies

LOUD MOUTH CB OPERATOR
Bucket mouth

LOUISVILLE, KENTUCKY
Derby City
Barf City

LOVE AND KISSES
Eighty eights

MAN
Buffalo
Hard ankle

MARIJUANA
Anti-god cigarettes
Funny puffs

MARINE BASE
Green machine

MARKED PATROL CAR
Blue light
Snooper signals
Taxi
Tijuana taxi

MASTURBATE
Choking the chicken

MECHANIC
Mik-e-nik

MEDIAN
Grass

MEET WHILE TRANSMITTING
Eyeball to eyeball

MEETING PLACE
Meeting twenty
M20

MEMPHIS, TENNESSEE
Big M
River City

MESSAGE
Copy

MESSAGE RECEIVED
Four
Four D
Four-ten
Got the copy
Ten-four
Ten-roger

MESSAGE ASKING FOR SIGNAL STRENGTH
- Copy
- How am I hitting you?
- What type of copy?

MICROPHONE
- Mike

MIDDLE CB VEHICLE IN A CONVOY
- Easy chair
- Rocking chair
- Sit in the saddle

MILEPOST
- Marker
- Post

MILITARY POLICE WITH CB EQUIPMENT
- Green CBers

MILWAUKEE, WISCONSIN
- Beer City

MISSISSIPI
- Magnolia state

MONEY
- Green stamps
- Lettuce
- Trading stamps

MONITOR OR LISTEN
- Baseball
- Copy the mail
- Ears on
- Hang out

- On standby
- On the side
- Ten-ten
- We down out and on the side

MONTGOMERY, ALABAMA
- Monkey Town

MOTOR HOOD FOR A BIG ENGINE
- Dog house

MOTORCYCLE
- Two wheeler

MOUNTAIN
- Hump

MOVIE
- Flick

MOVING YOUR VEHICLE
- Rolling
- Trailer trucking

NASHVILLE, TENNESSEE
- Guitar Town
- Music City

NATIONAL GUARD
- Weekend warriors

NEGRO AREA
- Black bottom

NEUTRAL GEAR
- Georgia overdrive

NEW ORLEANS, LOUISIANA
- Mardi Gras Town
- Superdome City

NEW YORK CITY
- The dirty side

NIGHTCLUBBING
- Boogie

NO
- Negatine
- Negative
- Negatori
- Suppository

NO CONTACT VIA CB
- Double seven
- Negative copy
- Pair of sevens

NONSENSE
- Hang it in your ear

OBSCENE GESTURE
- Finger wave

OBSCENE CB OPERATOR
- Bucket mouth
- Latrine mouth
- Potty mouth
- Toilet lips

OHIO
- Buckeye State

OLD MAN
- O-M

OPPOSITE DIRECTION
- Left shoulder

OVERLOADED
- Fat load

PADUCAH, KENTUCKY
- River City

PASSING VEHICLE
- Blew my doors away
- Dusted my pants

PASSING LANE
- Bullet lane
- Bumper lane
- Green stamp lane
- Left lane
- Mama's lane
- Milford lane
- Monster lane
- Show-off lane

PERMANENT CB STATION
- Base station

PHOENIX, ARIZONA
- Cactus Patch

PICK-UP TRUCK
- Pick 'em up truck
- Pick 'em up

PIGS
Four legged go-go girls

PLACE WHERE YOU WORK
Salt mines
Work twenty

PLYMOUTH BARRACUDA
Cuda
Fish

POLICE HELICOPTER
Bear in the air
Bear in the sky
Bird in the air
Chopper in the air
Eye in the sky
God's eyeball
Mounties in the clouds
Sky trooper
Spy in the clouds

POLICE LOCATION
Bear report
Bear story
Fix
Smoke report

POLICE MOVING
Smokey burning rubber

POLICE RADAR SETUP
Bear trap
Bears are crawling
Brush your teeth, comb your hair
Camera

Electric teeth
Folding Kodak
Green stamp collector
Instamatic Kodak
Man with a gun
Polaroid
Portrait painter
Shot gun
Smile and comb your locks
Smoke screen
Smokey with a Kodak
Wall to wall bears
X-ray man

POLICE HEADQUARTERS
Bear cage
Bear cave

POLICE PARKED
Smokey doodling

POLICEMEN WALKING
Smokey on the good earth

POLICEWOMAN
Girl bear
Lady bear
Mama Smokey
Smokey beaver

PORNOGRAPHIC MATERIAL
Funny books

PORTLAND, OREGON
Hump Town

PROSTITUTE
Pavement princess

QSL CARD
Wallpaper

RACE HORSES
Four legged beasts

REAR CB VEHICLE
Backdoor
Hind rind
Raking the laves
Watch your donkey

REFRIGERATED TRAILER
Reefer

RENO, NEVADA
Divorce City

REQUEST FOR INFORMATION
What's your eighteen handle?
Who do you pull for?

REQUEST FOR RESIDENCE INFORMATION
Home port
Home ten-twenty
Home twenty

REST AREA
Rest-up spot

REST ROOM STOP
Coke stop

Go one hundred
Pull in for a short, short span
Ten-one hundred

RETURN TRIP
Backslide
Back stroke
Bounce around
Flipflop
On a (name the city) turn
Rebound

RHODE ISLAND
Mini state

ROAD IS FREE OF POLICE
Bring it up
Clean as a hound's tooth
Clean shot
Clear as a spring day
Everything is real slick
Good shot
Haven't seen anything in your lane
Knock it about
Land of Oz
Land of wonderful
Light is green, rev up your machine
Put yourself up here
Straight shot
Way is bueno, good buddy
We out of it

ROSWELL, NEW MEXICO
Cactus patch

SAN CLEMENTE, CALIFORNIA
- Tricky Dick's
- Elba

SAN FRANCISCO, CALIFORNIA
- Bay City
- Frisco

SCHOOL BUS
- Kiddie car

SEXUAL INTERCOURSE
- Clean up

SHOWER ROOM
- Rain locker

SHREVEPORT, LOUISIANA
- Sport City

SIGHT
- Lay an eyeball on it
- Shoot an eyeball on it

SIGNAL IS TOO STRONG
- Bleeding
- Coming in too torrible

SIGN-OFF MESSAGES
- Adios
- Clear
- Clear after you
- Clear and rolling
- Down and gone
- Eastbound boogie style
- Eastbound trucking style

- Eights and other good numbers to you
- Eighty eights
- Gone
- Have it safe and sound
- Have a 36-24-36 tonight
- I'm through
- Keep the shiny side up and the rolling side down
- Keep the bears away from your britches and your nose in the middle of the ditches
- Keep the greasy side down, the shiny side up
- Keep the beavers grinning and the wheels spinning
- O.K.
- Out
- Over
- Seventy thirds
- Stick between the jumps and bumps
- Ten-ten and let's do it again
- Threes
- Threes and eights
- Threes to you and yours
- We topping hills by popping pills
- We go
- We gone bye-bye
- We up, we down, we be all around
- We clear
- We down
- Wrap it up

SLEEPING
- Get horizontal
- Press some sheets

SLOW DOWN
- Back 'em up
- Back 'em on down
- Back off on it

Back off the hammer
Back on down
Better cool it down
Grind 'er down
Hammer off
Hammer up
Let the flaps down
Pedal slower
Pull the hammer back
Use the jake

SMALL TRUCK
Six wheeler

SOON; IMMEDIATELY
Short, short span

SPEECH DIFFICULTY
Baryphony

SPEEDING AUTO
Bear bait
Bear bait passesnger
Bear food
Bear meat
Four wheeler with fire in the furnace
Pigeon
Roger roller skate
Run interference

SPEEDING TICKETS
Bear bite
Bit on the seat of the pants
Blue slip
Christmas card

Coupon
Extra money ticket
Feed the bears
Greenies
Paperwork
Piece of bad news paper
Spreading the greenies

SPOUSE
XY-O

STANDBY
Lay it over a little while

ST. LOUIS, MISSOURI
Gateway City

STOLEN CB RADIO
Rig rip-off

STOP TRANSMISSION
Back it on out
Back off
Cut loose
Cut the co-ax
Ten-three
Ten-seven
We go
We went bye-bye

STRONG COFEE
Hundred mile mud

TALKING CLOSE TO THE MIKE
Overmodulating

TAMPA, FLORIDA
Cigar City

TEENAGE CB OPERATOR
Bubblegummer

TELEPHONE
Double L
Land line
Twisted pair
T-X

TEXARKANA, TEXAS or ARKANSAS
T Town

TIRE TROUBLE
Bubble trouble
Pumpkin

TIRED, FATIGUED
Checking my eyelids for pinholes

TOLL ROAD
Green stamp road

TRAFFIC COURT
Train station

TRAFFIC CITATION
Pink slip

TRUCK AND TRAILER
Big car
Box
Bucket of bolts
Country Cadillac

Diesel car
Eighteen footed pogo stick
Eighteen wheeler
Flatbed
Growed up truck
Old kitty whomper
Set of doubles
Tanker
Van

TRUCK DRIVERS
Arab lover
Buddy
Cottonpicker
Flag waver
Gear jammer
Georgia night rider
Good buddy
Guy
Hard ankle
Road jockey
Trucking man
Working man

TRUCK GARAGE
Barn

TRUCK HAULING LIVESTOCK
Bull rack
Portable barnyard

TRUCK HAULING STONES
Load of rocks

TRUCK HAULING LOGS
Load of sticks

TRUCK HAULING PETROLEUM
- Petromobile
- Portable gas station
- Portable pipeline

TRUCK HAULING LIQUID SUBSTANCES
- Portable can
- Thermos bottle

TRUCK PULLING MOBILE HOMES
- Shanty shaker

TRUCK STOP
- Stage stop
- Trucking stop
- Watering hole

TRUCK TIRES
- PF flyers
- Tennis shoes

TRUCKER'S LOG BOOK
- Swindle sheet
- Pink panther
- Plain wrapper

TUNNEL
- Hole in the hill

TURN AROUND
- Bang a doughnut
- Bang a Uey
- Flop it

TURN OF THE HIGHWAY
- Peeling off

TURN OFF A CB RADIO
- Big switch
- Cut the co-ax
- Pulling the plug

TUCSON, ARIZONA
- Big T

UNEVEN MESSAGES
- Breaking up
- Wrinkle

UNMANNED POLICE CAR
- Decoy
- Dummy

UNMARKED POLICE CAR
- Brown paper bag

UNMARRIED WOMAN
- X-L

VEHICLE RUNNING AT VARIOUS SPEEDS
- Yo yo

VEHICLE WITHOUT CB FOLLOWING A CBer
- Bear bait passenger
- Bobtailing
- Latch on
- Rider glider

VOLKSWAGEN
- Pregnant roller skate

WASHINGTON, D.C.
- Watergate Town

WEIGHT STATION WORKERS
- Flight man
- Weight watcher

WEIGHT STATION
- Chicken coop
- Scale house

WHAT MAKE IS YOUR TRUCK?
- What's your eighteen handle?

WIFE
- First sergeant
- Mama
- Other half
- Warden
- X-Y-O

WOMEN
- Beaver
- Chick
- Cover
- Foxy lady
- Gator bait
- Lady breaker
- Mini-skirt
- Muff
- Quasar
- Seat cover
- Super skirt
- Sweet thing
- Wooly bear
- Wooly-wooly

WRECKER
- Dragging wagon
- Tijuana taxi

YES
- Affirmative
- Charlie Brown
- Definitely
- Forty roger
- Four
- Four D
- Four-ten
- Positive
- Roger
- Ten-four
- Wilco
- Yo

YOUNG WOMAN
- X-L

6

CB RULES AND REGULATIONS*
Part 95/Citizens Radio Service
Federal Communications Commission

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Subpart A—General

95.1 Basis and purpose.

The rules and regulations set forth in this part are issued pursuant to the provisions of Title III of the Communications Act of 1934, as amended, which vests authority in the Federal Communications Commission to regulate radio transmissions and to issue licenses for radio stations. These rules are designed to provide for private short-distance radio communications service for the business or personal activities of licensees, for radio signaling, for the control of remote objects or devices by means of radio; all to the extent that these uses are

not specifically prohibited in this part. They also provide for procedures whereby manufacturers of radio equipment to be used or operated in the Citizens Radio Service may obtain type acceptance and/or type approval of such equipment as may be appropriate.

95.3 Definitions.

For the purpose of this part, the following definitions shall be applicable. For other definitions, refer to Part 2 of this chapter.

a. Definitions of services.

Citizens Radio Service. A radio communications service of fixed, land and mobile stations intended for short-distance personal or business radio communications, radio signaling, and control of remote objects or devices by radio; all to the extent that these uses are not specifically prohibited in this part.

Fixed service. A service of radio communication between specified fixed points.

Mobile service. A service of radio communication between mobile and land stations or between mobile stations.

b. Definition of stations.

Base station. A land station in the land mobile service carrying on a service with land mobile stations.

Class A station. A station in the Citizens Radio Service licensed to be operated on an assigned frequency in the 460-470 MHz band with a transmitter output power of not more than 50 watts.

Class B station. All operations terminated as of November 1, 1971.

Class C station. A station in the Citizens Radio Service licensed to be operated on an authorized frequency in the 26.96-27.23 MHz band, or on the frequency 27.255 MHz, for the control of remote objects or devices by radio, or for the remote actuation of devices

which are used solely as a means of attracting attention, or on an authorized frequency in the 72-76 MHz band for the radio control of models used for hobby purposes only.

Class D station. A station in the Citizens Radio Service licensed to be operated for radiotelephony only, on an authorized frequency in the 26.96-27.23 MHz band and on the frequency 27.255 MHz.

Fixed station. A station in the fixed service.

Land station. A station in the mobile service not intended for operation while in motion. (Of the various types of land stations, only the base station is pertinent to this part.)

Mobile station. A station in the mobile service intended to be used while in motion or during halts at unspecified points. (For the purposes of this part, the term includes hand-carried and pack-carried units.)

c. Miscellaneous definitions.

Antenna structures. The term "antenna structures" includes the radiating system, its supporting structures and any appurtenances mounted thereon.

Assigned frequency. The frequency appearing on a station authorization from which the carrier frequency may deviate by an amount not to exceed that permitted by the frequency tolerance.

Authorized bandwidth. The maximum permissible bandwidth for the particular emission used. This shall be the occupied bandwidth or necessary bandwidth, whichever is greater.

Carrier power. The average power at the output terminals of a transmitter (other than a transmitter having a suppressed, reduced or controlled carrier) during one radio frequency cycle under conditions of no modulaton.

Control point. A control point is an operating position which is under the control and supervision of the licensee, at which a person immediately responsible for

the proper operation of the transmitter is stationed, and at which adequate means are available to aurally monitor all transmissions and to render the transmitter inoperative.

Dispatch point. A dispatch point is any position from which messages may be transmitted under the supervision of the person at a control point.

Double sideband emission. An emission in which both upper and lower sidebands resulting from the modulation of a particular carrier are transmitted. The carrier, or a portion thereof, also may be present in the emission.

External radio frequency power amplifiers. As defined in 2.815 (a) and as used in this part, an external radio frequency power amplifier is any device which, (1) when used in conjunction with a radio transmitter as a signal source is capable of amplification of that signal, and (2) is not an integral part of a radio transmitter as manufactured.

Harmful interference. Any emission, radiation or induction which endangers the functioning of a radionavigation service or other safety service or seriously degrades, obstructs or repeatedly interrupts a radiocommunication service operating in accordance with applicable laws, treaties and regulations.

Man-made structure. Any construction other than a tower, mast or pole.

Mean power. The power at the output terminals of a transmitter during normal operation, averaged over a time sufficiently long compared with the period of the lowest frequency encountered in the modulation. A time of 1/10 second during which the mean power is greatest will be selected normally.

Necessary bandwidth. For a given class of emission, the minimum value of the occupied bandwidth sufficient to ensure the transmission of information at the

rate and with the quality required for the system employed, under specified conditions. Emissions useful for the good functioning of the receiving equipment, as, for example, the emission corresponding to the carrier of reduced carrier systems, shall be included in the necessary bandwidth.

Occupied bandwidth. The frequency bandwidth such that, below its lower and above its upper frequency limits, the mean powers radiated are each equal to 0.5% of the total mean power radiated by a given emission.

Omnidirectional antenna. An antenna designed so the maximum radiation in any horizontal direction is within 3 dB of the minimum radiation in any horizontal direction.

Peak envelope power. The average power at the output terminals of a transmitter during one radio frequency cycle at the highest crest of the modulation envelope, taken under conditions of normal operation.

Person. The term "person" includes an individual, partnership, association, joint-stock company, trust or corporation.

Remote control. The "remote control" when applied to the use or operation of a citizens radio station means control of the transmitting equipment of that station from any place other than the location of the transmitting equipment, except that direct mechanical control or direct electrical control by wired connections of transmitting equipment from some other point on the same premises, craft or vehicle shall not be considered to be remote control.

Single sideband emission. An emission in which only one sideband is transmitted. The carrier, or a portion thereof, also may be present in the emission.

Station authorization. Any construction permit, license, or special temporary authorization issued by the Commission.

95.5 Policy governing the assignment of frequencies.

a. The frequencies which may be assigned to Class A stations in the Citizens Radio Service, and the frequencies which are available for use by Class C or Class D stations, are listed in Subpart C of this part. Each frequency available for assignment to, or use by, stations in this service is available on a shared basis only, and will not be assigned for the exclusive use of any one applicant; however, the use of a particular frequency may be restricted to (or in) one or more specified geographical areas.

b. In no case will more than one frequency be assigned to Class A stations for the use of a single applicant in any given area until it has been demonstrated conclusively to the Commission that the assignment of an additional frequency is essential to the operation proposed.

c. All applicants and licensees in this service shall cooperate in the selection and use of the frequencies assigned or authorized, in order to minimize interference and thereby obtain the most effective use of the authorized facilities.

d. Simultaneous operation on more than one frequency in the 72-76 MHz band by a transmitter or transmitters of a single licensee is prohibited whenever such operation will cause harmful interference to the operation of other licensees in this service.

95.6 Types of operations authorized.

a. Class A stations may be authorized as mobile stations, as base stations, as fixed stations, or as base or fixed stations to be operated at unspecified or temporary locations.

b. Class C and Class D stations are authorized as mobile stations only; however, they may be operated at fixed locations in accordance with other provisions of this part.

95.7 General Citizenship requirements.

A station shall not be granted to or held by a foreign government or a representative thereof. (revised eff. 2-5-75; VI (75)-1)

Subpart B—Applications and Licenses

95.11 Station authorization required.

No radio station shall be operated in the Citizens Radio Service except under and in accordance with an authorization granted by the Federal Communications Commission.

95.13 Eligibility for station license.

a. Subject to the general restrictions of 95.7, any person is eligible to hold an authorization to operate a station in the Citizens Radio Service: *Provided,* that if an applicant for a Class A or Class D station authorization is an individual or partnership, such individual or each partner is eighteen or more years of age; or if an applicant for a Class C station authorization is an individual or partnership, such individual or each partner is twelve or more years of age. An unincorporated association, when licensed under the provisions of this paragraph, may upon specific prior approval of the Commission provide radio communication for its members.

NOTE: While the basis of eligibility in this service includes any state, territorial or local governmental entity, or any agency operating by the authority of such governmental entity, including any duly authorized

state, territorial or local civil defense agency, it should be noted that the frequencies available to stations in this service are shared without distinction between all licensees and that no protection is afforded to the communications of any station in this service from interference which may be caused by the authorized operation of other licensed stations.

b. (Reserved)

c. No person shall hold more than one Class C and one Class D station license.

95.14 Mailing address furnished by licensee.

Each application shall set forth and each licensee shall furnish the Commission with an address in the United States to be used by the Commission in serving documents or directing correspondence to that licensee. Unless any licensee advises the Commission to the contrary, the address contained in the licensee's most recent application will be used by the Commission for this purpose. (95.14 added new eff. 2-5-75; VI(75)-1)

95.15 Filing of applications.

a. To assure that necessary information is supplied in a consistent manner by all persons, standard forms are prescribed for use in connection with the majority of applications and reports submitted for Commission consideration. Standard numbered forms applicable to the Citizens Radio Service are discussed in 95.19 and may be obtained from the Washington, D.C. 20554, office of the Commission, or from any of its engineering field offices.

b. All formal applications for Class C or Class D new, modified or renewal station authorizations shall be submitted to the Commission's office at 334 York Street, Gettysburg, Pa. 17325. Applications for Class A station authorizations, applications for consent to transfer

of control of a corporation holding any citizens' radio station authorization, requests for special temporary authority or other special requests, and correspondence relating to an application for any class citizens' radio station authorization, shall be submitted to the Commission's office at Washington, D.C. 20554, and should be directed to the attention of the Secretary. Beginning January 1, 1973, applicants for Class A stations in the Chicago Regional Area, defined in 95.19, shall submit their applications to the Commission's Chicago Regional Office. The address of the Regional Office will be announced at a later date. Applications involving Class A or Class D station equipment which is neither type approved nor crystal controlled, whether of commercial or home construction, shall be accompanied by supplemental data describing in detail the design and construction of the transmitter and methods employed in testing it to determine compliance with the technical requirements set forth in Subpart C of this part.

c. Unless otherwise specified, an application shall be filed at least 60 days prior to the date on which it is desired that Commission action thereon be completed. In any case where the applicant has made timely and sufficient application for renewal of license, in accordance with the Commission's rules, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

d. Failure on the part of the applicant to provide all the information required by the application form, or to supply the necessary exhibits or supplementary statements, may constitute a defect in the application.

e. Applicants proposing to construct a radio station on a site located on land under the jurisdiction of the U.S. Forest Service, U.S. Department of Agriculture, or the Bureau of Land Management, U.S. Department of

the Interior, must supply the information and must follow the procedure prescribed by 1.70 of this chapter.

95.17 Who may sign applications.

a. Except as provided in paragraph (b) of this section, applications, amendments thereto, and related statements of fact required by the Commission shall be personally signed by the applicant, if the applicant is an individual; by one of the partners, if the applicant is a partnership; by an officer, if the applicant is a corporation; or by a member who is an officer, if the applicant is an unincorporated association. Applications, amendments and related statements of fact filed on behalf of eligible government entities, such as states and territories of the United States and political subdivisions thereof, the District of Columbia, and units of local government including incorporated municipalities, shall be signed by such duly elected or appointed officials as may be competent to do so under the laws of the applicable jurisdiction.

b. Applications, amendments thereto, and related statements of fact required by the Commission may be signed by the applicant's attorney in case of the applicant's physical disability or of his absence from the United States. The attorney shall in that event separately set forth the reason why the application is not signed by the applicant. In addition, if any matter is stated on the basis of the attorney's belief only (rather than his knowledge), he shall separately set forth his reasons for believing that such statements are true.

c. Only the original of applications, amendments or related statements of fact need be signed; copies may be conformed.

d. Applications, amendments and related statements of fact need not be signed under oath. Willful false

statements made therein, however, are punishable by fine and imprisonment. U.S. Code, Title 18, section 1001, and by appropriate administrative sanctions, including revocation of station license pursuant to section 312 (a) (1) of the Communications Act of 1934, as amended.

95.19 Standard forms to be used.

a. *FCC Form 505, Application for Class C or D Station License in the Citizens Radio Service.* This form shall be used when:

1. Application is made for a new Class C or Class D authorization. A separate application shall be submitted for each proposed class of station.

2. Application is made for modification of any existing Class C or Class D station authorization in those cases where prior Commission approval of certain changes is required (see 95.35).

3. Application is made for renewal of an existing Class C or Class D station authorization, or for reinstatement of such an expired authorization.

b. *FCC Form 400, Application for Radio Station Authorization in the Safety and Special Radio Services.* Except as provided in paragraph (d) of this section, this form shall be used when:

1. Application is made for a new Class A base station or fixed station authorization. Separate applications shall be submitted for each proposed base or fixed station at different fixed locations; however, all equipment intended to be operated at a single fixed location is considered to be one station which may, if necessary, be classed as both a base station and a fixed station.

2. Application is made for a new Class A station authorization for any required number of mobile units (including hand-carried and pack-carried units) to be operated as a group in a single radio communication

system in a particular area. An application for Class A mobile station authorization may be combined with the application for a single Class A base station authorization when such mobile units are to be operated with that base station only.

3. Application is made for station license of any Class A base station or fixed station upon completion of construction or installation in accordance with the terms and conditions set forth in any construction permit required to be issued for that station, or application for extension of time within which to construct such a station.

4. Application is made for modification of any existing Class A station authorization in those cases where prior Commission approval of certain changes is required (see 95.35).

5. Application is made for renewal of an existing Class A station authorization, or for reinstatement of such an expired authorization.

6. Each applicant in the Safety and Special Radio Services (1) for modification of a station license involving a site change or a substantial increase in tower height or (2) for a license for a new station must, before commencing construction, supply the environmental information, where required, and must follow the procedure prescribed by Subpart I of Part 1 of this chapter (1.1301 through 1.1319) unless Commission action authorizing such construction would be a minor action with the meaning of Subpart I of Part 1.

7. Application is made for an authorization for a new Class A base or fixed station to be operated at unspecified or temporary locations. When one or more individual transmitters are each intended to be operated as a base station or as a fixed station at unspecified or temporary locations for indeterminate periods, such transmitters may be considered to com-

prise a single station intended to be operated at temporary locations. The application shall specify the general geographic area within which the operation will be confined. Sufficient data must be submitted to show the need for the proposed area of operation.

c. *FCC Form 703, Application for Consent To Transfer of Control of Corporation Holding Construction Permit or Station License*. This form shall be used when application is made for consent to transfer control of a corporation holding any citizens' radio station authorization.

d. Beginning April 1, 1972, FCC Form 425 shall be used in lieu of FCC Form 400, applicants for Class A stations located in the Chicago Regional Area defined to consist of the counties listed below:

ILLINOIS

1. Boone.
2. Bureau.
3. Carroll.
4. Champaign.
5. Christian.
6. Clark.
7. Coles.
8. Cumberland.
9. DeKalb.
10. DeWitt.
11. Douglas.
12. DuPage.
13. Edgar.
14. Ford.
15. Fulton.
16. Grundy.
17. Henry.
18. Iroquois.
19. Jo Daviess.
20. Kane.
21. Kankakee.
22. Kendall.
23. Knox.
24. Lake.
25. Lee.
26. Livingston.
27. Logan.
28. Macon.
29. Marshall.
30. Mason.
31. McHenry.
32. McLean.
33. Menard.
34. Mercer.
35. Moultrie.
36. Ogle.
37. Peoria.
38. Piatt.
39. Putnam.
40. Rock Island.
41. Shangamon.
42. Stark.
43. Stephenson.
44. Tazewell.
45. Vermillion.
46. Warren.
47. Whiteside.
48. Will.
49. Winnebago.
50. Woodford.

INDIANA

1. Adams.
2. Allen.
3. Benton.
4. Blackford.
5. Boone.
6. Carroll.
7. Cass.
8. Clay.
9. Clinton.
10. DeKalb.
11. Delaware.
12. Elkhart.
13. Fountain.
14. Fulton.
15. Grant.
16. Hamilton.
17. Hancock.
18. Hendricks.
19. Henry.
20. Howard.
21. Huntington.
22. Jasper.
23. Jay.
24. Kosciusko.
25. Lake.
26. Lagrange.
27. La Porte.
28. Madison.
29. Marion.
30. Marshall.
31. Miami.
32. Montgomery.
33. Morgan.
34. Newton.
35. Noble.
36. Owen.
37. Parke.
38. Porter.
39. Pulaski.
40. Putnam.
41. Randolph.
42. St. Joseph.
43. Starke.
44. Steuben.
45. Tippecanoe.
46. Tipton.
47. Vermillion.
48. Vigo.
49. Wabash.
50. Warren.
51. Wells.
52. White.
53. Whitley.

IOWA

1. Cedar.
2. Clinton.
3. Dubuque.
4. Jackson.
5. Jones.
6. Muscatine.
7. Scott.

MICHIGAN

1. Allegan.
2. Barry.
3. Berrien.
4. Branch.
9. Hillsdale.
10. Ingham.
11. Ionia.
12. Jackson.
17. Mecosta.
18. Montcalm.
19. Muskegon.
20. Newaygo.

5. Calhoun.	13. Kalamazoo.	21. Oceana.
6. Cass.	14. Kent.	22. Ottawa.
7. Clinton.	15. Lake.	23. St. Joseph.
8. Eaton.	16. Mason.	24. Van Buren.

OHIO

1. Defiance.	3. Paulding.	5. Williams.
2. Mercer.	4. Van Wert.	

WISCONSIN

1. Adams.	12. Iowa.	23. Racine.
2. Brown.	13. Jefferson.	24. Richland.
3. Calumet.	14. Juneau.	25. Rock.
4. Columbia.	15. Kenosha.	26. Sauk.
5. Dane.	16. Kewanee.	27. Sheboygan.
6. Dodge.	17. Lafayette.	28. Walworth.
7. Door.	18. Manitowoc.	29. Washington.
8. Fond du Lac.	19. Marquette.	30. Waukesha.
9. Grant.	20. Milwaukee.	31. Waupaca.
10. Green.	21. Outagamie.	32. Waushara.
11. Green Lake.	22. Ozaukee.	33. Winnebago.

95.25 Amendment or dismissal of application.

a. Any application may be amended upon request of the applicant as a matter of right prior to the time the application is granted or designated for hearing. Each amendment to an application shall be signed and submitted in the same manner and with the same number of copies as required for the original application.

b. Any application may, upon written request signed by the applicant or his attorney, be dismissed without prejudice as a matter of right prior to the time the application is granted or designated for hearing.

95.27 Transfer of license prohibited.

A station authorization in the Citizens Radio Service may not be transferred or assigned. In lieu of such transfer or assignment, an application for new station authorization shall be filled in each case, and the previous authorization shall be forwarded to the Commission for cancellation.

95.29 Defective applications.

a. If an applicant is requested by the Commission to file any documents or information not included in the application form, a failure to comply with such request will constitute a defect in the application.

b. When an application is considered to be incomplete or defective, such application will be returned to the applicant, unless the Commission may otherwise direct. The reason for return of the applications will be indicated, and, if appropriate, necessary additions or corrections will be suggested.

95.31 Partial grant.

Where the Commission, without a hearing, grants an application in part, or with any privileges, terms or conditions other than those requested, the action of the Commission shall be considered as a grant of such application unless the applicant shall, within 30 days from the date on which such grant is made, or from its effective date if a later date is specified, file with the Commission a written rejection of the grant as made. Upon receipt of such rejection, the Commission will vacate its original action upon the application and, if appropriate, set the application for hearing.

95.33 License term.
Licenses for stations in the Citizens Radio Service will normally be issued for a term of 5 years from the date of original issuance, major modification or renewal.

95.35 Changes in transmitters and authorized stations.
Authority for certain changes in transmitters and authorized stations must be obtained from the Commission before the changes are made, while other changes do not require prior Commission approval. The following paragraphs of this section describe the conditions under which prior Commission approval is or is not necessary.

a. Proposed changes which will result in operation inconsistent with any of the terms of the current authorization require that an application for modification of license be submitted to the Commission. Application for modification shall be submitted in the same manner as an application for a new station license, and the licensee shall forward his existing authorization to the Commission for cancellation, immediately upon receipt of the superseding authorization. Any of the following changes to authorized stations may be made only upon approval by the Commission:

1. Increase the overall number of transmitters authorized.

2. Change the presently authorized location of a Class A fixed or base station or control point.

3. Move, change the height of, or erect a Class A station antenna structure.

4. Make any change in the type of emission or any increase in bandwidth of emission or power of a Class A station.

5. Addition or deletion of control point(s) for an authorized transmitter of a Class A station.

6. Change or increase the area of operation of a

Class A mobile station or a Class A base or fixed station authorized to be operated at temporary locations.

7. Change the operating frequency of a Class A station.

b. When the name of a licensee is changed (without changes in the ownership, control or corporate structure), or when the mailing address of the licensee is changed (without changing the authorized location of the base or fixed Class A station) a formal application for modification of the license is not required. However, the licensee shall notify the Commission promptly of these changes. The notice, which may be in letter form, shall contain the name and address of the licensee as they appear in the Commission's records, the new name and/or address, as the case may be, and the call signs and classes of all radio stations authorized to the licensee under this part. The notice concerning Class C or D radio stations shall be sent to Federal Communications Commission, Gettysburg, Pa. 17325, and a copy shall be maintained with the records of the station. The notice concerning Class A stations shall be sent to (1) Secretary, Federal Communications Commission, Washington, D.C. 20554, and (2) to Engineer in Charge of the Radio District in which the station is located, and a copy shall be maintained with the license of the station until a new license is issued.

c. Proposed changes which will not depart from any of the terms of the outstanding authorization for the station may be made without prior Commission approval. Included in such changes is the substitution of transmitting equipment at any station, provided that the equipment employed is included in the Commission's "Radio Equipment List," and is listed as acceptable for use in the appropriate class of station in this

service. Provided it is crystal controlled and otherwise complies with the power, frequency tolerance, emission and modulation percentage limitations prescribed, non-type accepted equipment may be substituted at:

1. Class C stations operated on frequencies in the 26.99-27.26 MHz band;

2. Class D stations until November 22, 1974.

d. Transmitting equipment type accepted for use in Class D stations shall not be modified by the user. Changes which are specifically prohibited include:

1. Internal or external connection or addition of any part, device or accessory not included by the manufacturer with the transmitter for its type acceptance. This shall not prohibit the external connection of antennas or antenna transmission lines, antenna switches, passive networks for coupling transmission lines or antennas to transmitters, or replacement of microphones.

2. Modification in any way not specified by the transmitter manufacturer and not approved by the Commission.

3. Replacement of any transmitter part by a part having different electrical characteristics and ratings from that replaced unless such part is specified as a replacement by the transmitter manufacturer.

4. Substitution or addition of any transmitter oscillator crystal unless the crystal manufacturer or transmitter manufacturer has made an express determination that the crystal type, as installed in the specific transmitter type, will provide that transmitter type with the capability of operating within the frequency tolerance specified in Section 95.45(a).

5. Addition or substitution of any component, crystal or combination of crystals, or any other alteration to enable transmission on any frequency not authorized for use by the licensee.

e. Only the manufacturer of the particular unit of equipment type accepted for use in Class D stations may make the permissive changes allowed under the provisions of Part 2 of this chapter for type acceptance. However, the manufacturer shall not make any of the following changes to the transmitter without prior written authorization from the Commission:

1. Addition of any accessory or device not specified in the application for type acceptance and approved by the Commission in granting said type acceptance.

2. Addition of any switch, control or external connection.

3. Modification to provide capability for an additional number of transmitting frequencies.

95.37 Limitations on antenna structures.

a. Except as provided in paragraph (b) of this section, an antenna for a Class A station which exceeds the following height limitations may not be erected or used unless notice has been filed with both the FAA on FAA Form 7460-1 and with the Commission on Form 714 or on the license application form, and prior approval by the Commission has been obtained for:

1. Any construction or alteration of more than 200 feet in height above ground level at its site (17.7(a) of this chapter):

I. 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport with at least one runway more than 3,200 feet in length, excluding heliports, and seaplane bases without specified boundaries, if that airport is either listed in the Airport Directory of the current Airman's Information Manual or is operated by a Federal military agency.

II. 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each

airport with its longest runway no more than 3,200 feet in length, excluding heliports, seaplane bases without specified boundaries, if that airport is either listed in the Airport Directory or is operated by a Federal military agency.

III. 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and take-off area of each heliport listed in the Airport Directory or operated by a Federal military agency.

3. Any construction or alteration on any airport listed in the Airport Directory of the current Airman's Information Manual (17.7(c) of this chapter).

b. A notification to the Federal Aviation Administration is not required for any of the following construction or alteration of Class A station antenna structures.

1. Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation. Applicants claiming such exemption shall submit a statement with their application to the Commission explaining the basis in detail for their finding (17.14 (a) of this chapter).

2. Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure (17.14(b) of this chapter).

c. All antennas (both receiving and transmitting) and supporting structures associated or used in conjunction with a Class C or D Citizens Radio Station operated from a fixed location must comply with at least one of the following:

1. The antenna and its supporting structure does not exceed 20 feet in height above ground level; or

2. The antenna and its supporting structure does not exceed by more than 20 feet the height of any natural formation, tree or man-made structure on which it is mounted; or

NOTE: A man-made structure is any construction other than a tower, mast or pole.

3. The antenna is mounted on the transmitting antenna structure of another authorized radio station and exceeds neither 60 feet above ground level nor the height of the antenna supporting structure of the other station; or

4. The antenna is mounted on and does not exceed the height of the antenna structure otherwise used solely for receiving purposes, which structure itself complies with subparagraph (1) or (2) of this paragraph.

5. The antenna is omnidirectional and the highest point of the antenna and its supporting structure does not exceed 60 feet above ground level and the highest point also does not exceed one foot in height above the established airport elevation for each 100 feet of horizontal distance from the nearest point of the nearest airport runway.

NOTE: A work sheet will be made available upon request to assist in determining the maximum permissible height of an antenna structure.

d. Class C stations operated on frequencies in the 72-76 MHz band shall employ a transmitting antenna which complies with all of the following:

1. The gain of the antenna shall not exceed that of a half-wave dipole:

2. The antenna shall be immediately attached to, and an integral part of, the transmitter; and

3. Only vertical polarization shall be used.

e. Further details as to whether an aeronautical study and/or obstruction marking and lighting may be required, and specifications for obstruction marking and lighting when required, may be obtained from Part 17 of this chapter, "Construction, Marking, and Lighting of Antenna Structures."

f. Subpart I of Part 1 of this chapter contains procedures implementing the National Environmental Policy Act of 1969. Applications for authorization of the construction of certain classes of communications facilities defined as "major actions" in 1.305 thereof, are required to be accompanied by specified statements. Generally these classes are:

1. Antenna towers or supporting structures which exceed 300 feet in height and are not located in areas devoted to heavy industry or to agriculture.

2. Communications facilities to be located in the following areas:

I. Facilities which are to be located in an officially designated wilderness is pending consideration;

II. Facilities which are to be located in an officially designated wildlife preserve or in an area whose designation as a wildlife preserve is pending consideration;

III. Facilities which will affect districts, sites, buildings, structures or objects, significant in American history, architecture, archaeology or culture, which are listed in the National Register of Historic Places or are eligible for listing (see 36 CFR 800.2 (d) and (f) and 800.10); and

IV. Facilities to be located in areas which are recognized either nationally or locally for their special scenic or recreational value.

3. Facilities whose construction will involve extensive change in surface features (e.g wetland fill, deforestation or water diversion).

NOTE: The provisions of this paragraph do not include the mounting of FM, television or other antennas comparable thereto in size on an existing building or antenna tower. The use of existing routes, buildings and towers is an environmentally desirable alternative to the construction of new routes or towers and is encouraged.

If the required statements do not accompany the application, the pertinent facts may be brought to the attention of the Commission by any interested person during the course of the license term and considered de novo by the Commission.

Subpart C—Technical Regulations

95.41 Frequencies available.

a. Frequencies available for assignment to Class A stations:

1. The following frequencies or frequency pairs are available primarily for assignment to base and mobile stations. They may also be assigned to fixed stations as follows:

I. Fixed stations which are used to control base stations of a system may be assigned the frequency assigned to the mobile units associated with the base station. Such fixed stations shall comply with the following requirements if they are located within 75 miles of the center of urbanized areas of 200,000 or more population.

a. If the station is used to control one or more base stations located within 45 degrees of azimuth, a directional antenna having a front-to-back ratio of at least 15 dB shall be used at the fixed station. For other situations where such a directional antenna cannot be used, a cardioid, bidirectional or omnidirectional antenna may be employed. Consistent with reasonable

design, the antenna used must, in each case, produce a radiation pattern that provides only the coverage necessary to permit satisfactory control of each base station and limit radiation in other directions to the extent feasible.

b. The strength of the signal of a fixed station controlling a single base station may not exceed the signal strength produced at the antenna terminal of the base receiver by a unit of the associated mobile station, by more than 6 dB. When the station controls more than one base station, the 6 dB control-to-mobile signal difference need be verified at only one of the base station sites. The measurement of the signal strength of the mobile unit must be made when such unit is transmitting from the control station location or, if that is not practical, from a location within one-fourth mile of the control station site.

c. Each application for a control station to be authorized under the provisions of this paragraph shall be accompanied by a statement certifying that the output power of the proposed station transmitter will be adjusted to comply with the foregoing signal level limitation. Records of the measurements used to determine the signal ratio shall be kept with the station records and shall be made available for inspection by Commission personnel upon request.

d. Urbanized areas of 200,000 or more population are defined in the U.S. Census of Population, 1960, Vol. 1, table 23, page 50. The centers of urbanized areas are determined from the Appendix, page 226 of the U.S. Commerce publication "Air Line Distance Between Cities in the United States."

II. Fixed stations, other than those used to control base stations, which are located 75 or more miles from the center of an urbanized area of 200,000 or more population. The centers of urbanized areas of 200,000

or more population are listed on page 226 of the Appendix to the U.S. Department of Commerce publication "Air Line Distance Between Cities in the United States." When the fixed station is located 10 miles or less from the center of such an urbanized area, the power output may not exceed 15 watts. All fixed systems are limited to a maximum of two frequencies and must employ directional antennas with a front-to-back ratio of at least 15 dB. For two-frequency systems, separation between transmit-receive frequencies is 5 MHz.

Base and Mobile (MHz)	Mobile Only (MHz)
462.550	467.550
462.575	467.575
462.600	467.600
462.625	467.625
462.650	467.650
462.675	467.675
462.700	467.700
462.725	467.725

2. Conditions governing the operation of stations authorized prior to March 18, 1968:

I. All base and mobile stations authorized to operate on frequencies other than those listed in subparagraph (1) of this paragraph may continue to operate on those frequencies only until January 1, 1970.

II. Fixed stations located 100 or more miles from the center of any urbanized area of 200,000 or more population authorized to operate on frequencies other than those listed in subparagraph (1) of this paragraph will not have to change frequencies provided no interference is caused to the operation of stations in the land mobile service.

III. Fixed stations, other than those used to control base stations, located less than 100 miles (75 miles if the transmitter power output does not exceed 15 watts) from the center of any urbanized area of 200,000 or more population must discontinue operation by November 1, 1971. However, any operation after January 1, 1970, must be on frequencies listed in subparagraph (1) of this paragraph.

IV. Fixed stations, located less than 100 miles from the center of any urbanized area of 200,000 or more population, which are used to control base stations and are authorized to operate on frequencies other than those listed in subparagraph (1) of this paragraph may continue to operate on those frequencies only until January 1, 1970.

V. All fixed stations must comply with the applicable technical requirements of subparagraph (1) relating to antennas and radiated signal strength of this paragraph by November 1, 1971.

VI. Notwithstanding the provisions of subdivisions (1) through (V) of this subparagraph, all stations authorized to operate on frequencies between 465.000 and 465.500 MHz and located within 75 miles of the center of the 20 largest urbanized areas of the United States, may continue to operate on these frequencies only until January 1, 1969. An extension to continue operation on such frequencies until January 1, 1970, may be granted to such station licensees on a case by case basis if the Commission finds that continued operation would not be inconsistent with planned usage of the particular frequency for police purposes. The 20 largest urbanized areas can be found in the U.S. Census of Population, 1960, vol. 1, table 23, page 50. The centers of urbanized areas are determined from the appendix, page 226, of the U.S. Commerce publication, "Air Line Distance Between Cities in the United States."

b. (Reserved)

c. Class C mobile stations may employ only amplitude tone modulation or on-off keying of the unmodulated carrier, on a shared basis with other stations in the Citizens Radio Service on the frequencies and under the conditions specified in the following tables:

1. For the control of remote objects or devices by radio, or for the remote actuation of devices which are used solely as a means of attracting attention and subject to no protection from interference due to the operation of industrial, scientific, or medical devices within the 26.96-27.28 MHz band, the following frequencies are available:

(MHz)	(MHz)	(MHz)
26.995	27.095	27.195
27.045	27.145	[1] 27.255

[1] The frequency 27.255 MHz also is shared with stations in other services.

2. Subject to the conditions that interference will not be caused to the remote control of industrial equipment operating on the same or adjacent frequencies and to the reception of television transmissions on Channels 4 or 5; and that no protection will be afforded from interference due to the operation of fixed and mobile stations in other services assigned to the same or adjacent frequencies in the band, the following frequencies are available solely for the radio remote control of models used for hobby purposes:

I. For the radio remote control of any model used for hobby purposes:

MHz	MHz	MHz
72.16	72.32	72.96

II. For the radio remote control of aircraft models only:

MHz	MHz	MHz
72.08	72.24	72.40
75.64		

d. The frequencies listed in the following tables are available for use by Class D mobile stations employing radiotelephony only, on a shared basis with other stations in the Citizens Radio Service, and subject to no protection from interference due to the operation of industrial, scientific or medical devices within the 26.96-27.28 MHz band.

1. The following frequencies, commonly known as channels, may be used for communication between units of the same station (intrastation) or different stations (interstation):

MHz	Channel
26.965	1
26.975	2
26.985	3
27.005	4
27.015	5
27.025	6
27.035	7
27.055	8
27.075	10
27.105	12
27.115	13
27.125	14
27.135	15
27.155	16

27.165	17
27.175	18
27.185	19
27.205	20
27.215	21
27.225	22
27.255	23

2. The frequency 27.065 MHz (Channel 9) shall be used solely for:

I. Emergency communications involving the immediate safety of life of individuals or the immediate protection of property or

II. Communications necessary to render assistance to a motorist.

NOTE: A licensee, before using Channel 9, must make a determination that his communication is either or both (a) an emergency communication or (b) is necessary to render assistance to a motorist. To be an emergency communication, the message must have some direct relation to the immediate safety of life or immediate protection of property. If no immediate action is required, it is not an emergency. What may not be an emergency under one set of circumstances may be an emergency under different circumstances. There are many worthwhile public service communications that do not qualify as emergency communications. In the case of motorist assistance, the message must be necessary to assist a particular motorist and not, except in a valid emergency, motorists in general. If the communications are to be lengthy, the exchange should be shifted to another channel, if feasible, after contact is established. No nonemergency or nonmotorist assistance communications are permitted on Channel 9 even for the limited purpose of calling a licensee monitoring a channel to ask him to switch to another channel. Al-

though Channel 9 may be used for marine emergencies, it should not be considered a substitute for the authorized marine distress system. The Coast Guard has stated it will not "participate directly in the Citizens Radio Service by fitting with and/or providing a watch on any Citizens Band Channel." (Coast Guard Commandant Instruction 2302.6)

The following are examples of permitted and prohibited types of communications. They are guidelines and are not intended to be all inclusive.

Permitted	*Example Message*
Yes	"A tornado sighted six miles north of town."
No	"This is observation post number 10. No tornados sighted."
Yes	"I am out of gas on Interstate 95."
No	"I am out of gas in my driveway."
Yes	"There is a four-car collision at Exit 10 on the Beltway. Send police and ambulance."
No	"Traffic is moving smoothly on the Beltway."
Yes	"Base to Unit 1, the Weather Bureau has just issued a thunderstorm warning. Bring the sailboat into port."
No	"Attention all motorists. The Weather Bureau advises that the snow tomorrow will accumulate 4 to 6 inches."
Yes	"There is a fire in the building on the corner of 6th and Main Streets."
No	"This is Halloween patrol unit number 3. Everything is quiet here."

The following priorities should be observed in the use of Channel 9:

1. Communications relating to an existing situation dangerous to life or property, i.e., fire, automobile accident.

2. Communications relating to a potentially hazardous situation, i.e., car stalled in a dangerous place, lost child, boat out of gas.

3. Road assistance to a disabled vehicle on the highway or street.

4. Road and street directions.

e. Upon specific request accompanying application for renewal of station authorization, a Class A station in this service, which was authorized to operate on a frequency in the 460-461 MHz band until March 31, 1967, may be assigned that frequency for continued use until not later than March 31, 1968, subject to all other provisions of this part.

95.43 Transmitter power.

a. Transmitter power is the power at the transmitter output terminals and delivered to the antenna, antenna transmission line, or any other impedance-matched, radio frequency load.

1. For single sideband transmitters and other transmitters employing a reduced carrier, a suppressed carrier or a controlled carrier, used at Class D stations, transmitter power is the peak envelope power.

2. For all transmitters other than those covered by paragraph (a) (1) of this section, the transmitter power is the carrier power.

b. The transmitter power of a station shall not exceed the following values under any condition of modulation or other circumstances.

Class of station:	Transmitter power in watts
A	50
C—27.255 MHz	25
C—26.995-27.195 MHz	4
C—72-76 MHz	0.75

D—Carrier (where applicable)	4
D—Peak envelope power (where applicable)	12

95.44 External radio frequency power amplifiers prohibited.

No external radio frequency power amplifier shall be used or attached, by connection, coupling attachment or in any other way at any Class D station.

NOTE: An external radio frequency power amplifier at a Class D station will be presumed to have been used where it is in the operator's possession or on his premises and there is extrinsic evidence of any operation of such Class D station in excess of power limitations provided under this rule part unless the operator of such equipment holds a station license in another radio service under which license the use of the said amplifier at its maximum rated output power is permitted.

95.45 Frequency tolerance.

a. Except as provided in paragraphs (b) and (c) of this section, the carrier frequency of a transmitter in this service shall be maintained within the following percentage of the authorized frequency:

Class of station	Frequency tolerance	
	Fixed and base	Mobile
A	0.00025	0.0005
C		.005
D		.005

b. Transmitters used at Class C stations operating on authorized frequencies between 26.99 and 27.26 MHz with 2.5 watts or less mean output power, which are used solely for the control of remote objects or devices by radio (other than devices used solely as a

means of attracting attention), are permitted a frequency tolerance of 0.0005 percent.

95.47 Types of emission.

a. Except as provided in paragraph (e) of this section, Class A stations in this service will normally be authorized to transmit radiotelephony only. However, the use of tone signals or signaling devices solely to actuate receiver circuits, such as tone-operated squelch or selective calling circuits, the primary function of which is to establish or maintain voice communications, is permitted. The use of tone signals solely to attract attention is prohibited.

b. (Reserved)

c. Class C stations in this service are authorized to use amplitude tone modulation or on-off unmodulated carrier only, for the control of remote objects or devices by radio or for the remote actuation of devices which are used solely as a means of attracting attention. The transmission of any form of telegraphy, telephony or record communications by a Class C station is prohibited. Telemetering, except for the transmission of simple, short-duration signals indicating the presence or absence of a condition or the occurrence of an event, is also prohibited.

d. Transmitters used at Class D stations in this service are authorized to use amplitude voice modulation, either single or double sideband. Tone signals or signaling devices may be used only to actuate receiver circuits, such as tone-operated squelch or selective calling circuits, the primary function of which is to establish or maintain voice communications. The use of any signals solely to attract attention or for the control of remote objects or devices is prohibited.

e. Other types of emission not described in paragraph (a) of this section may be authorized for Class A

citizens' radio stations upon a showing of need therefor. An application requesting such authorization shall fully describe the emission desired, shall indicate the bandwidth required for satisfactory communication, and shall state the purpose for which such emission is required. For information regarding the classification of emissions and the calculation of bandwidth, reference should be made to Part 2 of this chapter.

95.49 Emission limitations.

a. Each authorization issued to a Class A citizens' radio station will show, as a prefix to the classification of the authorized emission, a figure specifying the maximum bandwidth to be occupied by the emission.

b. (Reserved)

c. The authorized bandwidth of the emission of any transmitter employing amplitude modulation shall be 8 kHz for double sideband, 4 kHz for single sideband and the authorized bandwidth of the emission of transmitters employing frequency of phase modulation (Class F2 or F3) shall be 20 kHz. The use of Class F2 and F3 emissions in the frequency band 26.96-27.28 MHz is not authorized.

d. The mean power of emissions shall be attenuated below the mean power of the transmitter in accordance with the following schedule:

1. When using emissions other than single sideband:

I. On any frequency removed from the center of the authorized bandwidth by more than 50 percent up to and including 100 percent of the authorized bandwidth: At least 25 decibels;

II. On any frequency removed from the center of the authorized bandwidth by more than 100 percent up to and including 250 percent of the authorized bandwidth: At least 35 decibels;

2. When using single sideband emissions:

I. On any frequency removed from the center of the authorized bandwidth by more than 50 percent up to and including 150 percent of the authorized bandwidth: At least 25 decibels;

II. On any frequency removed from the center of the authorized bandwidth by more than 150 percent up to and including 250 percent of the authorized bandwidth: At least 35 decibels;

3. On any frequency removed from the center of the authorized bandwidth by more than 250 percent of the authorized bandwidth: At least 43 plus 10 $\log_{10}$ (mean power in watts) decibels.

e. When an unauthorized emission results in harmful interference, the Commission may, in its discretion, require appropriate technical changes in equipment to alleviate the interference.

95.51 Modulation requirements.

a. When double sideband, amplitude modulation is used for telephony, the modulation percentage shall be sufficient to provide efficient communication and shall not exceed 100 percent.

b. Each transmitter for use in Class D stations, other than single sideband, suppressed carrier, or controlled carrier, for which type acceptance is requested after May 24, 1974, having more than 2.5 watts maximum output power shall be equipped with a device which automatically prevents modulation in excess of 100 percent on positive and negative peaks.

c. The maximum audio frequency required for satisfactory raiotelephone intelligibility for use in this service is considered to be 3000 Hz.

d. Transmitters for use at Class A stations shall be provided with a device which automatically will prevent greater than normal audio level from causing modulation in excess of that specified in this subpart;

Provided, however, That the requirements of this paragraph shall not apply to transmitters authorized at mobile stations and having an output power of 2.5 watts or less.

e. Each transmitter of a Class A station which is equipped with a modulation limiter in accordance with the provisions of paragraph (d) of this section shall also be equipped with an audio low-pass filter. This audio low-pass filter shall be installed between the modulation limiter and the modulated stage and, at audio frequencies between 3kHz and 20 kHz, shall have an attenuation greater than the attenuation at 1 kHz by at least:

$$60 \log_{10} (f/3) \text{ decibels}$$

where "f" is the audio frequency in kHz. At audio frequencies above 20 kHz, the attenuation shall be at least 50 decibels greater than the attenuation at 1 kHz.

f. Simultaneous amplitude modulation and frequency or phase modulation of a transmitter is not authorized.

g. The maximum frequency deviation of frequency modulated transmitters used at Class A stations shall not exceed plus or minus 5 kHz.

95.53 Compliance with technical requirements.

a. Upon receipt of notification from the Commission of a deviation from the technical requirements of the rules in this part, the radiations of the transmitter involved shall be suspended immediately, except for necessary tests and adjustments, and shall not be resumed until such deviation has been corrected.

b. When any citizens' radio station licensee receives a notice of violation indicating that the station has been operated contrary to any of the provisions contained in Subpart C of this part, or where it otherwise appears that operation of a station in this service may not be in accordance with applicable technical standards, the

Commission may require the licensee to conduct such tests as may be necessary to determine whether the equipment is capable of meeting these standards and to make such adjustments as may be necessary to assure compliance therewith. A licensee who is notified that he is required to conduct such tests and or make adjustments must, within the time limit specified in the notice, report to the Commission the results thereof.

c. All tests and adjustments which may be required in accordance with paragraph (b) of this section shall be made by, or under the immediate supervision of, a person holding a first- or second-class commercial operator license, either radiotelephone or radio telegraph as may be appropriate for the type of emission employed. In each case, the report which is submitted to the Commission shall be signed by the licensed commercial operator. Such report shall describe the results of the tests and adjustments, the test equipment and procedures used, and shall state the type, class, and serial number of the operator's license. A copy of this report shall also be kept with the station records.

95.55 Acceptability of transmitters for licensing.

Transmitter type approved or type accepted for use under this part are included in the Commission's Radio Equipment List. Copies of this list are available for public reference at the Commission's Washington, D.C., offices and field offices. The requirements for transmitters which may be operated under a license in this service are set forth in the following paragraphs:

a. Class A stations: All transmitters shall be type accepted.

b. Class C stations:

1. Transmitters operated in the band 72-76 MHz shall be type accepted.

2. All transmitters operated in the band 26.99-27.26

MHz shall be type approved, type accepted or crystal controlled.

c. Class D stations:

1. All transmitters first licensed, or marketed as specified in 2.805 of this chapter, prior to November 22, 1974, shall be type accepted or crystal controlled.

2. All transmitters first licensed, or marketed as specified in 2.803 of this chapter, on or after November 22, 1974, shall be type accepted.

3. Effective November 23, 1978, all transmitters shall be type accepted.

4. Transmitters which are equipped to operate on any frequency not included in 95.41 (d) (1) may not be installed at, or used by, any Class D station unless there is a station license posted at the transmitter location, or a transmitter identification card (FCC Form 452-C) attached to the transmitter, which indicates that operation of the transmitter on such frequency has been authorized by the Commission.

d. With the exception of equipment type approved for use at a Class C station, all transmitting equipment in this service shall be crystal controlled.

e. No controls, switches or other functions which can cause operation in violation of the technical regulations of this part shall be accessible from the operating panel or exterior to the cabinet enclosing a transmitter authorized in this service.

95.57 Procedure for type acceptance of equipment.

a. Any manufacturer of a transmitter built for use in this service, except noncrystal-controlled transmitters for use at Class C stations, may request type acceptance for such transmitter in accordance with the type acceptance requirements of this part, following the type acceptance procedure set forth in Part 2 of this chapter.

b. Type acceptance for an individual transmitter may also be requested by an applicant for a station authorization by following the type acceptance procedures set forth in Part 2 of this chapter. Such transmitters, if accepted, will not normally be included on the Commission's "Radio Equipment List," but will be individually enumerated on the station authorization.

c. Additional rules with respect to type acceptance are set forth in Part 2 of this chapter. These rules include information with respect to withdrawal of type acceptance, modification of type-accepted equipment, and limitations on the findings upon which type acceptance is based.

d. Transmitters equipped with a frequency or frequencies not listed in 95.41 (d) (1) will not be type accepted for use at Class D stations unless the transmitter is also type accepted for use in the service in which the frequency is authorized, if type acceptance in that service is required.

95.58 Additional requirements for type acceptance.

a. All transmitters shall be crystal controlled.

b. Except for transmitters type accepted for use at Class A stations, transmitters shall not include any provisions for increasing power to levels in excess of the pertinent limits specified in Section 95.43.

c. In addition to all other applicable technical requirements set forth in this part, transmitters for which type acceptance is requested after May 24, 1974, for use at Class D stations shall comply with the following:

1. Single sideband transmitters and other transmitters employing reduced, suppressed or controlled carrier shall include a means for automatically preventing the transmitter power from exceeding either the maximum permissible peak envelope power or the

rated peak envelope power of the transmitter, whichever is lower.

2. Multi-frequency transmitters shall not provide more than 23 transmitting frequencies, and the frequency selector shall be limited to a single control.

3. Other than the channel selector switch, all transmitting frequency-determining circuitry, including crystals, employed in Class D station equipment shall be internal to the equipment and shall not be accessible from the exterior of the equipment cabinet or operating panel.

4. Single sideband transmitters shall be capable of transmitting on the upper sideband. Capability for transmission also on the lower sideband is permissible.

5. The total dissipation ratings, established by the manufacturer of the electron tubes or semiconductors which supply radio frequency power to the antenna terminals of the transmitter, shall not exceed 10 watts. For electron tubes, the rating shall be the Intermittent Commercial and Amateur Service (ICAS) plate dissipation value if established. For semiconductors, the rating shall be the collector or device dissipation value, whichever is greater, which may be temperature derated to not more than 50°C.

d. Only the following external transmitter controls, connections or devices will normally be permitted in transmitters for which type acceptance is requested after May 24, 1974, for use at Class D stations. Approval of additional controls, connections or devices may be given after consideration of the function to be performed by such additions.

1. Primary power connection. (Circuitry or devices such as rectifiers, transformers or inverters which provide the nominal rated transmitter primary supply voltage may be used without voiding the transmitter type acceptance.)

2. Microphone connection.

3. Radio frequency output power connection.

4. Audio frequency power amplifier output connector and selector switch.

5. On-off switch for primary power to transmitter. May be combined with receiver controls such as the receiver on-off switch and volume control.

6. Upper-lower sideband selector; for single sideband transmitters only.

7. Selector for choice of carrier level; for single sideband transmitters only. May be combined with sideband selector.

8. Transmitting frequency selector switch.

9. Transmit-receive switch.

10. Meter(s) and selector switch for monitoring transmitter performance.

11. Pilot lamp or meter to indicate the presence of radio frequency output power or that transmitter control circuits are activated to transmit.

e. An instruction book for the user shall be furnished with each transmitter sold and one copy (a draft or preliminary copy is acceptable providing a final copy is furnished when completed) shall be forwarded to the Commission with each request for type acceptance or type approval. The book shall contain all information necessary for the proper installation and operation of the transmitter including:

1. Instructions concerning all controls, adjustments and switches which may be operated or adjusted without causing violation of technical regulations of this part;

2. Warnings concerning any adjustment which, according to the rules of this part, may be made only by, or under the immediate supervision of, a person holding a commercial first- or second-class radio operator license;

3. Warnings concerning the replacement or substitution of crystals, tubes or other components which could cause violation of the technical regulations of this part and of the type acceptance or type approval requirements of Part 2 of this chapter.

4. Warnings concerning licensing requirements and details concerning the application procedures for licensing.

95.59 Submission of noncrystal-controlled Class C station transmitters for type approval.

Type approval of noncrystal-controlled transmitters for use at Class C stations in this service may be requested in accordance with the procedure specified in Part 2 of this chapter.

95.61 Type approval of receiver-transmitter combinations.

Type approval will not be issued for transmitting equipment for operation under this part when such equipment is enclosed in the same cabinet, is constructed on the same chassis in whole or in part, or is identified with a common type of model number with a radio receiver, unless such receiver has been certificated to the Commission as complying with the requirements of Part 15 of this chapter.

95.63 Minimum equipment specifications.

Transmitters submitted for type approval in this service shall be capable of meeting the technical specifications contained in this part, and in addition, shall comply with the following:

a. Any basic instructions concerning the proper adjustment, use or operation of the equipment that may be necessary shall be attached to the equipment

in a suitable manner and in such positions as to be easily read by the operator.

b. A durable nameplate shall be mounted on each transmitter showing the name of the manufacturer and the type or model designation, and providing suitable space for permanently displaying the transmitter serial number, FCC type approval number, and the class of station for which approved.

c. The transmitter shall be designed, constructed and adjusted by the manufacturer to operate on a frequency or frequencies available to the class of station for which type approval is sought. In designing the equipment, every reasonable precaution shall be taken to protect the user from high voltage shock and radio frequency burns. Connections to batteries (if used) shall be made in such a manner as to permit replacement by the user without causing improper operation of the transmitter. Generally accepted modern engineering principles shall be utilized in the generation of radio frequency currents so as to guard against unnecessary interference to other services. In cases of harmful interference arising from the design, construction or operation of the equipment, the Commission may require appropriate technical changes in equipment to alleviate interference.

d. Controls which may affect changes in the carrier frequency of the transmitter shall not be accessible from the exterior of any unit unless such accessibility is specifically approved by the Commission.

95.65 Test procedure.

Type approval tests to determine whether radio equipment meets the technical specifications contained in this part will be conducted under the following conditions:

a. Gradual ambient temperature variations from 0° to 125° F.

b. Relative ambient humidity from 20 to 95 percent. This test will normally consist of subjecting the equipment for at least three consecutive periods of 24 hours each, to a relative ambient humidity of 20, 60 and 95 percent, respectively, at a temperature of approximately 80° F.

c. Movement of transmitter or objects in the immediate vicinity thereof.

d. Power supply voltage variations normally to be encountered under actual operating conditions.

e. Additional tests as may be prescribed, if considered necessary or desirable.

95.67 Certificate of type approval.

A certificate or notice of type approval, when issued to the manufacturer of equipment intended to be used or operated in the Citizens Radio Service, constitutes a recognition that on the basis of the test made, the particular type of equipment appears to have the capability of functioning in accordance with the technical specifications and regulations contained in this part: *Provided,* That all such additional equipment of the same type is properly constructed, maintained and operated: *And provided further,* That no change whatsoever is made in the design or construction of such equipment except upon specific approval by the Commission.

Subpart D—Station Operating Requirements

95.81 Permissible communications.

Stations licensed in the Citizens Radio Service are authorized to transmit the following types of communications:

a. Communications to facilitate the personal or business activities of the licensee.

b. Communication relating to:

1. The immediate safety of life or the immediate protection of property in accordance with 95.85.

2. The rendering of assistance to a motorist, mariner or other traveler.

3. Civil defense activities in accordance with 95.121.

4. Other activities only as specifically authorized pursuant to 95.87.

c. Communications with stations authorized in other radio services except as prohibited in 95.83 (a) (3).

95.83 Prohibited communications.

a. A citizens' radio station shall not be used:

1. For any purpose, or in connection with any activity, which is contrary to Federal, State or local law.

2. For the transmission of communications containing obscene, indecent, profane words, language or meaning.

3. To communicate with an Amateur Radio Service station, an unlicensed station or foreign stations (other than as provided in Subpart E of this part) except for communications pursuant to 95.85 (b) and 95.121.

4. To convey program material for retransmission, live or delayed, on a broadcast facility.

NOTE: A Class A or Class D station may be used in connection with administrative, engineering or maintenance activities of a broadcasting station; a Class A or Class C station may be used for control functions by radio which do not involve the transmission of program material; and a Class A or Class D station may be used in the gathering of news items or preparation of programs: Provided, that the actual or

recorded transmissions of the citizens' radio station are not broadcast at any time in whole or in part.

5. To intentionally interfere with the communications of another station.

6. For the direct transmission of any material to the public through a public address system or similar means.

7. For the transmission of music, whistling, sound effects, or any material for amusement or entertainment purposes, or solely to attract attention.

8. To transmit the word "MAYDAY" or other international distress signals, except when the station is located in a ship, aircraft or other vehicle which is threatened by grave and imminent danger and requests immediate assistance.

9. For advertising or soliciting the sale of any goods or services.

10. For transmitting messages in other than plain language. Abbreviations, including nationally or internationally recognized operating signals, may be used only if a list of all such abbreviations and their meaning is kept in the station records and made available to any Commission representative on demand.

11. To carry on communications for hire, whether the remuneration or benefit received is direct or indirect.

95.85 Emergency and assistance to motorist use.

a. All citizens' radio stations shall give priority to the emergency communications of other stations which involve the immediate safety of life of individuals or the immediate protection of property.

b. Any station in this service may be utilized during an emergency involving the immediate safety of life of individuals or the immediate protection of property for the transmission of emergency communications. It

may also be used to transmit communications necessary to render assistance to a motorist.

1. When used for transmission of emergency communications certain provisions in this part concerning use of frequencies (95.41 (d)); prohibited uses (95.83 (a) (3)); operation by or on behalf of persons other than the licensee (95.87); and duration of transmissions (95.91 (a) and (b)) shall not apply.

2. When used for transmission of communications necessary to render assistance to a traveler, the provisions of this Part concerning duration of transmission (95.91 (b)) shall not apply.

3. The exemptions granted from certain rule provisions in subparagraphs (1) and (2) of this paragraph may be rescinded by the Commission at its discretion.

c. If the emergency use under paragraph (b) of this section extends over a period of 12 hours or more, notice shall be sent to the Commission in Washington, D.C., as soon as it is evident that the emergency has or will exceed 12 hours. The notice should include the identity of the stations participating, the nature of the emergency and the use made of the stations. A single notice covering all participating stations may be submitted.

95.87 Operation by, or on behalf of, persons other than the licensee.

a. Transmitters authorized in this service must be under the control of the licensee at all times. A licensee shall not transfer, assign or dispose of, in any manner, directly or indirectly, the operating authority under his station license, and shall be responsible for the proper operation of all units of the station.

b. Citizens' radio stations may be operated only by the following persons, except as provided in paragraph (c) of this section:

1. The licensee;

2. Members of the licensee's immediate family living in the same household;

3. The partners, if the licensee is a partnership, provided the communications relate to the business of the partnership;

4. The members, if the licensee is an unincorporated association, provided the communications relate to the business of the association;

5. Employees of the licensee only while acting within the scope of their employment;

6. Any person under the control or supervision of the licensee when the station is used solely for the control of remote objects or devices, other than devices used only as a means of attracting attention; and

7. Other persons, upon specific prior approval of the Commission shown on or attached to the station license, under the following circumstances:

I. Licensee is a corporation and proposes to provide private radio communication facilities for the transmission of messages or signals by or on behalf of its parent corporation, another subsidiary of the parent corporation, or its own subsidiary. Any remuneration or compensation received by the licensee for the use of the radio communication facilities shall be governed by a contract entered into by the parties concerned and the total of the compensation shall not exceed the cost of providing the facilities. Records which show the cost of service and its nonprofit or cost-sharing basis shall be maintained by the licensee.

II. Licensee proposes the shared or cooperative use of a Class A station with one or more other licensees in this service for the purpose of communicating on a regular basis with units of their respective Class A stations, or with units of other Class A stations if the communications transmitted are otherwise permissible.

The use of these private radio communication facilities shall be conducted pursuant to a written contract which shall provide that contributions to capital and operating expense shall be made on a nonprofit, cost-sharing basis, the cost to be divided on an equitable basis among all parties to the agreement. Records which show the cost of service and its nonprofit, cost-sharing basis shall be maintained by the licensee. In any case, however, licensee must show a separate and independent need for the particular units proposed to be shared to fulfill his own communications requirements.

III. Other cases where there is a need for other persons to operate a unit of licensee's radio station. Requests for authority may be made either at the time of the filing of the application for station license or thereafter by letter. In either case, the licensee must show the nature of the proposed use and that it relates to an activity of the licensee, how he proposes to maintain control over the transmitters at all times, and why it is not appropriate for such other person to obtain a station license in his own name. The authority, if granted, may be specific with respect to the names of the persons who are permitted to operate, or may authorize operation by unnamed persons for specific purposes. This authority may be revoked by the Commission, in its discretion, at any time.

c. An individual who was formerly a citizens' radio station licensee shall not be permitted to operate any citizens' radio station of the same class licensed to another person until such time as he again has been issued a valid radio station license of that class, when his license has been:

1. Revoked by the Commission.

2. Surrendered for cancellation after the institution of revocation proceedings by the Commission.

3. Surrendered for cancellation after a notice of ap-

parent liability to forfeiture has been served by the Commission.

95.89 Telephone answering services.

a. Notwithstanding the provisions of 95.87, a licensee may install a transmitting unit of his station on the premises of a telephone answering service. The same unit may not be operated under the authorization of more than one licensee. In all cases, the licensee must enter into a written agreement with the answering service. This agreement must be kept with the licensee's station records and must provide, as a minimum, that:

1. The licensee will have control over the operation of the radio unit at all times;

2. The licensee will have full and unrestricted access to the transmitter to enable him to carry out his responsibilities under his license;

3. Both parties understand that the licensee is fully responsible for the proper operation of the citizens' radio station; and

4. The unit so furnished shall be used only for the transmission of communications to other units belonging to the licensee's station.

b. A citizens' radio station licensed to a telephone answering service shall not be used to relay messages or transmit signals to its customers.

95.91 Duration of transmissions.

a. All communications or signals, regardless of their nature, shall be restricted to the minimum practicable transmission time. The radiation of energy shall be limited to transmissions modulated or keyed for actual permissible communications, tests or control signals. Continuous or uninterrupted transmissions from a single station or between a number of communicating

stations is prohibited, except for communications involving the immediate safety of life or property.

b. All communications between Class D stations (interstation) shall be restricted to not longer than five (5) continuous minutes. At the conclusion of this 5-minute period, or the exchange of less than 5 minutes, the participating stations shall remain silent for at least one minute.

c. All communication between units of the same Class D station (intrastation) shall be restricted to the minimum practicable transmission time.

d. The transmission of audible tone signals or a sequence of tone signals for the operation of the tone-operated squelch or selective calling circuits in accordance with 95.47 shall not exceed a total of 15 seconds' duration. Continuous transmission of a subaudible tone for this purpose is permitted. For the purposes of this section, any tone or combination of tones having no frequency above 150 hertz shall be considered subaudible.

e. The transmission of permissible control signals shall be limited to the minimum practicable time necessary to accomplish the desired control or actuation of remote objects or devices. The continuous radiation of energy for periods exceeding 3 minutes' duration for the purpose of transmission of control signals shall be limited to control functions requiring at least one or more changes during each minute of such transmission. However, while it is actually being used to control model aircraft in flight by means of interrupted tone modulation of its carrier, a citizens' radio station may transmit a continuous carrier without being simultaneously modulated if the presence or absence of the carrier also performs a control function. An exception to the limitations contained in this paragraph may be authorized upon a satisfactory showing that a continu-

ous control signal is required to perform a control function which is necessary to insure the safety of life or property.

95.93 Tests and adjustments.

All tests or adjustments of citizens' radio transmitting equipment involving an external connection to the radio frequency output circuit shall be made using a nonradiating dummy antenna. However, a brief test signal, either with or without modulation, as appropriate, may be transmitted when it is necessary to adjust a transmitter to an antenna for a new station installation or for an existing installation involving a change of antenna or change of transmitters, or when necessary for the detection, measurement and suppression of harmonic or other spurious radiation. Test transmissions using a radiating antenna shall not exceed a total of 1 minute during any 5-minute period, shall not interfere with communications already in progress on the operating frequency, and shall be properly identified as required by 95.95, but may otherwise be unmodulated as appropriate.

95.95 Station identification.

a. The call sign of a citizens' radio station shall consist of three letters followed by four digits.

b. Each transmission of the station call sign shall be made in the English language by each unit, shall be complete, and each letter and digit shall be separately and distinctly transmitted. Only standard phonetic alphabets, nationally or internationally recognized, may be used in lieu of pronunciation of letters for voice transmission of call signs. A unit designator or special identification may be used in addition to the station call sign but not as a substitute therefor.

c. Except as provided in paragraph (d) of this

section, all transmissions from each unit of a citizens' radio station shall be identified by the transmission of its assigned call sign at the beginning and end of each transmission or series of transmissions, but at least at intervals not to exceed ten (10) minutes.

d. Unless specifically required by the station authorization, the transmissions of a citizens' radio station need not be identified when the station (1) is a Class A station which automatically retransmits the information received by radio from another station which is properly identified or (2) is not being used for telephony emission.

e. In lieu of complying with the requirements of paragraph (c) of this section, Class A base stations, fixed stations and mobile units when communicating with base stations may identify as follows:

1. Base stations and fixed stations of a Class A radio system shall transmit their call signs at the end of each transmission or exchange of transmissions, or once each 15-minute period of a continuous exchange of communications.

2. A mobile unit of a Class A station communicating with a base station of a Class A radio system on the same frequency shall transmit once during each exchange of transmissions any unit identifier which is on file in the station records of such base station.

3. A mobile unit of Class A stations communicating with a base station of a Class A radio system on a different frequency shall transmit its call sign at the end of each transmission or exchange of transmissions, or once each 15-minute period of a continuous exchange of communications.

95.97 Operator license requirements.

a. No operator license is required for the operation of a citizens' radio station except that stations manually

transmitting Morse Code shall be operated by the holders of a third or higher class radiotelegraph operator license.

b. Except as provided in paragraph (c) of this section, all transmitter adjustments or tests while radiating energy during or coincident with the construction, installation, servicing or maintenance of a radio station in this service, which may affect the proper operation of such stations, shall be made by or under the immediate supervision and responsibility of a person holding a first- or second-class commercial radio operator license, either radiotelephone or radio telegraph, as may be appropriate for the type of emission employed, and such person shall be responsible for the proper functioning of the station equipment at the conclusion of such adjustments or tests. Further, in any case where a transmitter adjustment which may affect the proper operation of the transmitter has been made while not radiating energy by a person not the holder of the required commercial radio operator license or not under the supervision of such licensed operator, other than the factory assembling or repair of equipment, the transmitter shall be checked for compliance with the technical requirements of the rules by a commercial radio operator of the proper grade before it is placed on the air.

c. Except as provided in 95.53 and in paragraph (d) of this section, no commercial radio operator license is required to be held by the person performing transmitter adjustments or tests during or coincident with the construction, installation, servicing or maintenance of Class C transmitters, or Class D transmitters used at stations authorized prior to May 24, 1974: *Provided,* That there is compliance with all of the following conditions:

1. The transmitting equipment shall be crystal con-

trolled with a crystal capable of maintaining the station frequency within the prescribed tolerance;

2. The transmitting equipment either shall have been factory assembled or shall have been provided in kit form by a manufacturer who provided all components together with full and detailed instructions for their assembly by nonfactory personnel;

3. The frequency determining elements of the transmitter, including the crystal(s) and all other components of the crystal oscillator circuit, shall have been preassembled by the manufacturer, pretuned to a specific available frequency, and sealed by the manufacturer so that replacement of any component or any adjustment which might cause off-frequency operation cannot be made without breaking such seal and thereby voiding the certification of the manufacturer required by this paragraph;

4. The transmitting equipment shall have been so designed that none of the transmitter adjustments or tests normally performed during or coincident with the installation, servicing or maintenance of the station, or during the normal rendition of the service of the station, or during the final assembly of kits or partially pre-assembled units, may reasonably be expected to result in off-frequency operation, excessive input power, overmodulation, or excessive harmonics or other spurious emissions; and

5. The manufacturer of the transmitting equipment or of the kit from which the transmitting equipment is assembled shall have certified in writing to the purchaser of the equipment (and to the Commission upon request) that the equipment has been designed, manufactured and furnished in accordance with the specifications contained in the foregoing subparagraphs of this paragraph. The manufacturer's certification concerning design and construction features of Class C or

Class D station transmitting equipment, as required if the provisions of this paragraph are invoked, may be specific as to a particular unit of transmitting equipment or general as to a group or model of such equipment, and may be in any form adequate to assure the purchaser of the equipment or the Commission that the conditions described in this paragraph have been fulfilled.

d. Any tests and adjustments necessary to correct any deviation of a transmitter of any class of station in this service from the technical requirements of the rules in this part shall be made by, or under the immediate supervision of, a person holding a first- or second-class commercial operator license, either radiotelephone or radiotelegraph, as may be appropriate for the type of emission employed.

95.101 Posting station license and transmitter identification cards or plates.

a. The current authorization, or a clearly legible photocopy thereof, for each station (including units of a Class C or Class D station) operated at a fixed location shall be posted at a conspicuous place at the principal fixed location from which such station is controlled, and a photocopy of such authorization shall also be posted at all other fixed locations from which the station is controlled. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. In addition, an executed Transmitter Identification Card (FCC Form 452-C) or a plate of metal or other durable substance, legibly indicating the call sign and the licensee's name and address, shall be affixed, readily visible for inspection, to each transmitter operated at a fixed location when such transmitter is not in view of, or is not readily accessible to, the operator of at least one of

the locations at which the station authorization or a photocopy thereof is required to be posted.

b. The current authorization for each station operated as a mobile station shall be retained as a permanent part of the station records, but need not be posted. In addition, an executed Transmitter Identification Card (FCC Form 452-C) or a plate of metal or other durable substance, legibly indicating the call sign and the licensee's name and address, shall be affixed, readily visible for inspection, to each of such transmitters: *Provided,* That, if the transmitter is not in view of the location from which it is controlled, or is not readily accessible for inspection, then such card or plate shall be affixed to the control equipment at the transmitter operating position or posted adjacent thereto.

95.103 Inspection of stations and station records.

All stations and records of stations in the Citizens Radio Service shall be made available for inspection upon the request of an authorized representative of the Commission made to the licensee or to his representative (see 1.6 of this chapter). Unless otherwise stated in this part, all required station records shall be maintained for a period of at least 1 year.

95.105 Current copy of rules required.

Each licensee in this service shall maintain as a part of his station records a current copy of Part 95, Citizens Radio Service, of this chapter.

95.107 Inspection and maintenance of tower marking and lighting, and associated control equipment.

The licensee of any radio station which has an antenna structure required to be painted and illuminated pursuant to the provisions of section 303 (q) of the Communications Act of 1934, as amended, and Part 17 of

this chapter, shall perform the inspection and maintain the tower marking and lighting, and associated control equipment, in accordance with the requirements set forth in Part 17 of this chapter.

95.111 Recording of tower light inspections.

When a station in this service has an antenna structure which is required to be illuminated, appropriate entries shall be made in the station records in conformity with the requirements set forth in Part 17 of this chapter.

95.113 Answers to notices of violations.

a. Any licensee who appears to have violated any provision of the Communications Act or any provision of this chapter shall be served with a written notice calling the facts to his attention and requesting a statement concerning the matter. FCC Form 793 may be used for this purpose.

b. Within 10 days from receipt of notice or such other period as may be specified, the licensee shall send a written answer, in duplicate, direct to the office of the Commission originating the notice. If an answer cannot be sent nor an acknowledgment made within such period by reason of illness or other unavoidable circumstances, acknowledgment and answer shall be made at the earliest practicable date with a satisfactory explanation of the delay.

c. The answer to each notice shall be complete in itself and shall not be abbreviated by reference to other communications or answers to other notices. In every instance the answer shall contain a statement of the action taken to correct the condition or omission complained of and to preclude its recurrence. If the notice relates to violations that may be due to the physical or electrical characteristics of transmitting apparatus, the licensee must comply with the provi-

sions of 95.53, and the answer to the notice shall state fully what steps, if any, have been taken to prevent future violations, and, if any new apparatus is to be installed, the date such apparatus was ordered, the name of the manufacturer and the promised date of delivery. If the installation of such apparatus requires a construction permit, the file number of the application shall be given, or if a file number has not been assigned by the Commission, such identification shall be given as will permit ready identification of the application. If the notice of violation relates to lack of attention to or improper operation of the transmitter, the name and license number of the operator in charge, if any, shall be given.

95.115 False signals.

No person shall transmit false or deceptive communications by radio or identify the station he is operating by means of a call sign which has not been assigned to that station.

95.117 Station location.

a. The specific location of each Class A base station and each Class A fixed station and the specific area of operation of each Class A mobile station shall be indicated in the application for license. An authorization may be granted for the operation of a Class A base station or fixed station in this service at unspecified temporary fixed locations within a specified general area of operation. However, when any unit or units of a base station or fixed station authorized to be operated at temporary locations actually remains or is intended to remain at the same location for a period of over a year, application for separate authorization specifying the fixed location shall be made as soon as possible but

not later than 30 days after the expiration of the 1-year period.

b. A Class A mobile station authorized in this service may be used or operated anywhere in the United States subject to the provisions of paragraph (d) of this section: *Provided,* That when the area of operation is changed for a period exceeding 7 days, the following procedure shall be observed:

1. When the change of area of operation occurs inside the same Radio District, the Engineer in Charge of the Radio District involved, and the Commission's office, Washington, D.C. 20554, shall be notified.

2. When the station is moved from one Radio District to another, the engineers in charge of the two Radio Districts involved and the Commission's office, Washington, D.C. 20554, shall be notified.

c. A Class C or Class D mobile station may be used or operated anywhere in the United States subject to the provisions of paragraph (d) of this section.

d. A mobile station authorized in this service may be used or operated on any vessel, aircraft or vehicle of the United States: *Provided,* That when such vessel, aircraft or vehicle is outside the territorial limits of the United States, the station, its operation and its operator shall be subject to the governing provisions of any treaty concerning telecommunications to which the United States is a party, and when within the territorial limits of any foreign country, the station shall be subject also to such laws and regulations of that country as may be applicable.

95.119 Control points, dispatch points and remote control.

a. A control point is an operating position which is under the control and supervision of the licensee, at which a person immediately responsible for the proper

operation of the transmitter is stationed, and at which adequate means are available to aurally monitor all transmissions and to render the transmitter inoperative. Each Class A base or fixed station shall be provided with a control point, the location of which will be specified in the license. The location of the control point must be the same as the transmitting equipment unless the application includes a request for a different location. Exception to the requirement for a control point may be made by the Commission upon specific request and justification therefor in the case of certain unattended Class A stations employing special emissions pursuant to 95.47 (c). Authority for such exception must be shown on the license.

b. A dispatch point is any position from which messages may be transmitted under the supervision of the person at a control point who is responsible for the proper operation of the transmitter. No authorization is required to install dispatch points.

c. Remote control of a citizens' radio station means the control of the transmitting equipment of that station from any place other than the location of the transmitting equipment, except that direct mechanical control or direct electrical control by wired connections of transmitting equipment from some other point on the same premises, craft or vehicle shall not be considered remote control. A Class A base or fixed station may be authorized to be used or operated by remote control from another fixed location or from mobile units: *Provided,* That adequate means are available to enable the person using or operating the station to render the transmitting equipment inoperative from each remote control position should improper operation occur.

d. Operation of any Class C or Class D station by remote control is prohibited except remote control by

wire upon specific authorization by the Commission when satisfactory need is shown.

95.121 Civil defense communications.

A licensee of a station authorized under this part may use the licensed radio facilities for the transmission of messages relating to civil defense activities in connection with official tests or drills conducted by, or actual emergencies proclaimed by, the civil defense agency having jurisdiction over the area in which the station is located: *Provided,* That:

a. The operation of the radio station shall be on a voluntary basis.

b. (Reserved).

c. Such communications are conducted under the direction of civil defense authorities.

d. As soon as possible after the beginning of such use, the licensee shall send notice to the Commission in Washington, D.C., and to the engineer in charge of the Radio District in which the station is located, stating the nature of the communications being transmitted and the duration of the special use of the station. In addition, the engineer in charge shall be notified as soon as possible of any change in the nature of or termination of such use.

e. In the event such use is to be a series of preplanned tests or drills of the same or similar nature which are scheduled in advance for specific times or at certain intervals of time, the licensee may send a single notice to the Commission in Washington, D.C., and to the engineer in charge of the Radio District in which the station is located, stating the nature of the communications to be transmitted, the duration of each such test and the times scheduled for such use. Notice shall likewise be given in the event of any change in the nature of or termination of any such series of tests.

f. The Commission may, at any time, order the discontinuance of such special use of the authorized facilities.

Subpart E—Operation of Citizens Radio Stations in the United States by Canadians

95.131. Basis, purpose and scope.

a. The rules in this subpart are based on, and are applicable solely to the agreement (TIAS No. 6931) between the United States and Canada, effective July 24, 1970, which permits Canadian stations in the General Radio Service to be operated in the United States.

b. The purpose of this subpart is to implement the agreement (TIAS No. 6931) between the United States and Canada by prescribing rules under which a Canadian licensee in the General Radio Service may operate his station in the United States.

95.133 Permit required.

Each Canadian licensee in the General Radio Service desiring to operate his radio station in the United States, under the provisions of the agreement (TIAS No. 6931), must obtain a permit for such operation from the Federal Communications Commission. A permit for such operation shall be issued only to a person holding a valid license in the General Radio Service issued by the appropriate Canadian governmental authority.

95.135 Application for permit.

a. Application for a permit shall be made on FCC Form 410-B. Form 410-B may be obtained from the Commission's Washington, D.C., office or from any of the Commission's field offices. A separate application

form shall be filed for each station or transmitter desired to be operated in the United States.

b. The application form shall be completed in full in English and signed by the applicant. The application must be filed by mail or in person with the Federal Communications Commission, Gettysburg, Pa. 17325, U.S.A. To allow sufficient time for processing, the application should be filed at least 60 days before the date on which the applicant desires to commence operation.

c. The Commission, at its discretion, may require the Canadian licensee to give evidence of his knowledge of the Commission's applicable rules and regulations. Also the Commission may require the applicant to furnish any additional information it deems necessary.

95.137 Issuance of permit.

a. The Commission may issue a permit under such conditions, restrictions and terms as it deems appropriate.

b. Normally, a permit will be issued to expire 1 year after issuance but in no event after the expiration of the license issued to the Canadian licensee by his government.

c. If a change in any of the terms of a permit is desired, an application for modification of the permit is required. If operation beyond the expiration date of a permit is desired an application for renewal of the permit is required. Application for modification or for renewal of a permit shall be filed on FCC Form 410-B.

d. The Commission, in its discretion, may deny any application for a permit under this subpart. If an application is denied, the applicant will be notified by letter. The applicant may, within 30 days of the mailing of such letter, request the Commission to reconsider its action.

95.139 Modification or cancellation of permit.

At any time the Commission may, in its discretion, modify or cancel any permit issued under this subpart. In this event, the permittee will be notified of the Commission's action by letter mailed to his mailing address in the United States and the permittee shall comply immediately. A permittee may, within 30 days of the mailing of such letter, request the Commission to reconsider its action. The filing of a request for reconsideration shall not stay the effectiveness of this action, but the Commission may stay its action on its own motion.

95.1141 Possession of permit.

The current permit issued by the Commission, or a photocopy thereof, must be in the possession of the operator or attached to the transmitter. The license issued to the Canadian licensee by his government must also be in his possession while he is in the United States.

95.143 Knowledge of rules required.

Each Canadian permittee, operating under this subpart, shall have read and understood this Part 95, Citizens Radio Service.

95.145 Operating conditions.

a. The Canadian licensee may not under any circumstances begin operation until he has received a permit issued by the Commission.

b. Operation of station by a Canadian licensee under a permit issued by the Commission must comply with all of the following:

1. The provisions of this subpart and of Subparts A through D of this part.

2. Any further conditions specified on the permit issued by the Commission.

95.147 Station identification.
The Canadian licensee authorized to operate his radio station in the United States under the provisions of this subpart shall identify his station by the call sign issued by the appropriate authority of the government of Canada followed by the station's geographical location in the United States as nearly as possible by city and state.

7

CANADIAN DEPARTMENT OF COMMUNICATIONS GENERAL RADIO SERVICE REGULATIONS

70. (1) Subject to these regulations, a license for a station performing a General Radio Service shall expire on the thirty-first day of March three years following the first day of April of the fiscal year in which it is issued.

(2) In this section "fiscal year" means a twelve-month period commencing on the first day of April and ending on the thirty-first day of March following.

(3) In sections 71 to 80 "licensed station" means a station licensed to perform a General Radio Service.

71. A license for a station performing a General Radio Service may authorize the licensed station to be operated

(a) in any craft or vehicle;
(b) at fixed locations; or
(c) while carried on the person.

72. The frequencies authorized to be used by each licensed station on a shared basis, subject to no protection from the operation of industrial, scientific and medical apparatus in the frequency band 26.96-27.28 MHz, are as follows:

26.965	27.065	27.155
26.975	27.075	27.165
26.985	27.085	27.175
27.005	27.105	27.185

27.015 27.115 27.205
27.025 27.125 27.215
27.035 27.135 27.225
27.055

73. (1) A licensed station may carry on two-way radiotelephone communication only with another licensed station that is

(a) licensed in the name of the same licensee; or

(b) licensed in the name of a different licensee where the business or personal activities of the licensees concerned are of mutual interest.

(1a) Notwithstanding subsection (1), a licensed station may carry on two-way radiotelephone communication with a station licensed under the Tourist Radio Service Regulations to perform a Tourist Radio Service where the personal or private activities of the licensees of the respective stations are of mutual interest.

(2) The type of communications referred to in subsection (1) may include transmission of signals for the actuation of radio receivers to establish and maintain voice communication.

74. (1) A licensed station shall be used only for communication concerning the business activities and personal affairs of the licensee.

(2) A licensed station shall not be used for any of the following purposes:

(a) activity contrary to federal or provincial law or municipal bylaws;

(b) the transmission of music or other material for amusement or entertainment;

(c) broadcasting or any transmission in connection with broadcasting;

(d) transmissions of any nature to the public through a public address system;

(e) transmissions of a frivolous nature; or

(f) transmissions directed to any person or station beyond the ground wave coverage range of the station.

(g) communication used in itself as a diversionary or recreational activity, or

(h) calls directed to stations generally.

(2a) Notwithstanding paragraph (h) of subsection (2), in an emergency, calls for assistance may be transmitted as a call to "GRS stations" specifying the area concerned.

(3) No tolls shall be levied or collected on account of any business transacted or messages transmitted or received by means of a licensed station.

75. (1) Each exchange of communications between licensed stations shall not exceed five consecutive minutes' duration, and upon the termination of an exchange of communications no further transmission shall be made until the lapse of two minutes, or until interference will not be caused to other stations using the same frequency.

(2) The emission of a carrier wave is prohibited except when actual communications are being transmitted, or for making brief test transmissions.

(3) A licensed station shall transmit its assigned call sign

(a) at the beginning and at the end of each exchange of communications in which it is engaged, and

(b) at the end of each test transmission.

76. (1) No transmission by a licensed station shall

(a) cause any interference to any other licensed radio stations operating outside the frequency band 27.00-27.23 MHz, or

(b) cause any interference to a private receiving station.

(2) In the event of interference as referred to in subsection (1) being caused by a licensed station, the

licensee may be required by a departmental radio inspector to take such steps as are necessary for the prevention of further interference or to restrict or cease operation of the station pending a satisfactory adjustment of the radio apparatus of the station.

77. (1) Each licensee shall be responsible at all times for the control and operation of his licensed station.

(2) Subject to section 10 of the General Radio Regulations, Part 1, the operator of a licensed station shall be

(a) the licensee of the station; or

(b) any person twelve years of age or over who is a British subject, a United States citizen or a landed immigrant. And notwithstanding anything in these Regulations, such operator is not required to be the holder of any certificate or proficiency in radio.

(3) Licensed stations are exempt from the radio log requirements of section 36.

78. (1) Stations performing a General Radio Service are authorized to use type A3 and F3 emissions.

(2) The emissions referred to in subsection (1) shall be construed as including the use of tone signals whose sole function is to actuate receivers to establish and maintain voice communication.

(3) The maximum DC power input transmitter amplifier stage supplying radio frequency energy to the antenna shall not exceed five watts or alternatively the RF carrier power output shall not exceed three watts.

(4) The carrier frequency of the transmitter shall be maintained within a tolerance of plus or minus .005 per cent of any authorized frequency.

(5) Transmitter emissions necessary for communication shall occupy a bandwidth not exceeding twelve kilocycles.

(6) The RF power of transmitter spurious or harmonic outputs shall not exceed thirty microwatts.

(7) The RF power measured across the antenna terminals of the radio receiving apparatus used shall not exceed 20,000 picowatts.

(8) The use of radio receiving apparatus employing a super-regenerative circuit is prohibited.

79. For the purpose of complying with section 78, the radio apparatus of a licensed station shall be of a type that has been approved in accordance with the applicable Radio Standards Specifications issued by the Minister, as evidenced by its bearing the departmental type-approval number assigned to such radio apparatus.

80. The provisions of section 14 do not apply with respect to the antenna to the anode or collector circuit of the structure of any station performing a General Radio Service if

(a) the antenna structure is erected between three and six miles distant from the center of a land or water aerodrome.

(I) is on an existing structure and does not exceed twenty feet in height above that structure, or

(II) is self-supporting and does not exceed seventy-five feet in height above ground level and does not exceed twenty feet in height above any terrain features or existing structures within a radius of one thousand feet; or

(b) the antenna structure is erected more than six miles distant from the center of a land or water aerodrome.

(I) is on an existing structure and does not exceed thirty feet in height above that structure, or

(II) is self-supporting and does not exceed seventy-five feet in height above ground level and does not exceed thirty feet in height above any terrain features or existing structures within a radius of one thousand feet.

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THE CB 10 CODE

10-1 Receiving poorly
10-2 Receiving well
10-3 Stop transmitting
10-4 OK, message received
10-5 Relay message
10-6 Busy, stand by
10-7 Out of service, going off air
10-8 In service, ok to call
10-9 Repeat message
10-10 Transmission complete, standing by
10-11 Talking too fast
10-12 Visitors present
10-13 Report on road/weather conditions
10-14 (NOT ASSIGNED)
10-15 (NOT ASSIGNED)
10-16 Make pickup at _____
10-17 Urgent business
10-18 Anything for us?
10-19 Nothing for you, return to base
10-20 Location: I am situated at
10-21 Call on telephone
10-22 Report in person to _____
10-23 Stand by
10-24 Last assignment completed
10-25 Can you contact _____
10-26 Disregard last item
10-27 Moving to channel _____
10-28 Identify yourself (call sign)
10-29 Time up for contact
10-30 Not in conformity with FCC rules
10-31 (UNASSIGNED)
10-32 I will give you a radio check
10-33 EMERGENCY, this station is transmitting an emergency
10-34 This station in trouble, needs help
10-35 Confidential information
10-36 Time check, what is correct time?
10-37 Wrecker needed at _____
10-38 Ambulance needed at _____
10-39 Message delivered
10-40 (UNASSIGNED)
10-41 Tune to channel _____
10-42 Traffic accident at _____
10-43 Traffic Heup at _____
10-44 I have message for you
10-45 Anyone within range report in
10-46
10-47 (UNASSIGNED)
10-48
10-50 Break channel
10-51
10-59 (UNASSIGNED)
10-60 What is next message number?
10-61 (UNASSIGNED)
10-62 Unable to copy, please phone
10-63 Net directed to _____
10-64 Net clear
10-65 Awaiting your next message or assignment
10-66 (UNASSIGNED)
10-67 All units comply
10-68
10-69 (UNASSIGNED)
10-70 Fire at _____
10-71 Proceed with transmission in sequence
10-72 (UNASSIGNED)
10-73 Speed trap at _____
10-74 (UNASSIGNED)
10-75 Causing interference
10-76 (UNASSIGNED)
10-77 Negative contact
10-81 Reserve hotel room for _____
10-82 Reserve room for _____
10-83 (UNASSIGNED)
10-84 My telephone number is _____
10-85 My address is _____
10-86 (UNASSIGNED)
10-89
10-93 Radio repairman needed at
10-90 I have TVI
10-91 Talk closer to mike
10-92 Your transmitter is out of adjustment
10-93 Check my frequency on this channel
10-94 Give me a long count
10-95 Transmit dead carrier for 5 seconds
10-96
10-98 (UNASSIGNED)
10-99 Mission completed, all units secure
10-100 Time out to go to bathroom
10-200 Police needed at _____

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